

**Public Works Department**

117 N Molalla Avenue

PO Box 248

Molalla, Oregon 97038

Phone: (503) 829-6855

Fax: (503) 829-3676

January 26, 2021

TO: Dan Huff, City Manager

FROM: Gerald Fisher, Public Works Director

RE: Transportation SDC Review

Council directed staff to prepare materials for the January 27, 2021 Council Work Session to discuss options for reductions in system development charge (SDC) fees. After reviewing the transportation component of the capital improvement plan, we determined that the only way to allow for adjustments of the fees it to respecify funding mechanisms for individual projects by eliminating SDC's as a funding component of individual projects. We ran this scenario by removing all projects that would be constructed by development or redevelopment on OR 211, OR 213, and other areas through commercial/industrial lands.

Since SDC's would no longer be eligible for these projects, it also excludes the use of SDC as matching funds if the City Council wanted to pursue state or federal funding for those projects. Matching funds would have to be drawn from gas tax or urban renewal funds not already committed to existing projects, general obligation (property tax) bonds, special revenue (street capital improvement fee), or a local improvement district.

The net result of this change to SDC funding for projects described above results in a reduction of the improvement SDC from \$11,932 to \$6,809. To put this change into perspective We have generated the table below as a comparison. The fee changes took effect on April 24, 2019, July 01, 2020 and the proposed option with the changes described above.

Type of Use	04/24/19	07/01/20	Proposed
Grocery Outlet (18KSI, #850)	\$185,911	\$569,916	\$340,047
Dollar Tree (9.6KSI, #814)	\$280,339	\$859,416	\$512,770
Dollar General (9.1KSI, #814)	\$265,738	\$814,654	\$486,063
Single Family Home (#210)	\$4,185	\$12,826	\$7,199
Drive-In Bank (5.0KSI, #912)	\$188,743	\$578,612	\$345,225
Fast Food Restaurant (3.5KSI, #934)	\$137,196	\$420,594	\$250,944
Home Improvement Store (135KSI, #862)	\$448,733	\$1,375,346	\$820,685
Small Office Building (2.5KSI, #712)	\$25,886	\$79,351	\$47,345
Elementary School (56KSI, #520)	\$324,235	\$993,965	\$593,032
Manufacturing (6KSI, #140)	\$16,991	\$52,084	\$31,076

See attached to this memo is a copy of the proposed transportation Capital Improvement Plan (CIP), copy of the select projects from the 2018 Transportation Master Plan (TSP), and a copy of the Urban Renewal Boundary Map.

The proposed CIP shows the projects in green that were removed from SDC eligibility and projects in peach that are high priority projects still eligible for SDC's based on their percent share. At the end of the spreadsheet is a calculation of the total revised SDC need, estimate of SDC's on hand at the end of fiscal year 2020-2021, the balance of vehicle trips left from the original TSP minus projects trips that have paid SDC's, and the revised improvement SDC cost for the projects left in the CIP list. It also shows the projects completed to date from the CIP.

The 2018 TSP has been highlighted to show which projects were removed from the CIP as well as the impact of the removed projects denoted in red dashes and circles on the master plan figures. We provided this to show visually what the changes were to the transportation system.

The Urban Renewal Boundary Map has been provided to show where urban renewal funds are eligible as full funding for projects or match share for state and federally funded projects. It should be noted though that the urban renewal funds cannot fully fund all the projects.

We look forward to answering City Council's questions at the upcoming work session. Thank you.

Transportation Capital Improvement Program

2018 Transportation Capital Improvement Plan													
2018 CIP Project Number	Project Source	Project Name	Project Description	New Priority Year 2019-2023	New Priority Year 2024-2028	New Priority Year 2029-2038	Master Plan Priority	Length	SDC Funding Eligible (Y/N)	SDC Share %	2018 Master Plan Cost Est.	Inflated 2021 Master Plan Cost Est.	SDC Eligible Cost
Pedestrian Projects													
Arterial Street Improvements													
P1	TSP	OR 213 ¹	Fill in gaps on both sides of the roadway from the north city limits to OR 211 with sidewalks of appropriate width. (East Side 1,900 LF, West Side 3,750 LF)	2019-2023			High	N/A	Y	0%	\$ 1,240,000	\$ 1,322,018	\$ -
P2	TSP	OR 213 ¹	Fill in gaps on both sides of the roadway from OR 211 to the south city limits with sidewalks of appropriate width. (East Side 1,710 LF, West Side 1,800 LF)		2024-2028		Medium	N/A	Y	0%	\$ 870,000	\$ 927,545	\$ -
P3	TSP	OR 211 ¹	Install sidewalks on both sides of the roadway from the west city limits to OR 213. (North Side 1,615 LF, South Side 920 LF)	2019-2023			High	N/A	Y	0%	\$ 750,000	\$ 799,608	\$ -
P4	TSP	OR 211 ¹	Fill in the gaps on both sides of the roadway from OR 213 to Molalla Avenue with sidewalks of appropriate width. (North Side 5,240, South Side 4,770)	2019-2023			High	N/A	Y	0%	\$ 1,710,000	\$ 1,823,106	\$ -
P5	TSP	OR 211 ¹	Install sidewalks on both sides of the roadway from Mathias Road to the east city limits. (North Side 2,035 LF, South Side 2,200 LF)	2019-2023			High	N/A	Y	0%	\$ 940,000	\$ 1,002,175	\$ -
P6	TSP	OR 211 ¹	Evaluate light levels and install new street lighting as necessary. ²			2029-2038	Low	N/A	Y	0%	\$ 450,000	\$ 479,765	\$ -
P7	TSP	N Molalla Avenue	Fill in gaps on both sides of the roadway from the north city limits to Heintz Street with sidewalks of appropriate width. (West Side 590 LF, East Side 970 LF)	2019-2023			High	N/A	Y	31%	\$ 485,000	\$ 517,080	\$ 160,048
P8	TSP	S Molalla Avenue	Fill in gaps on both sides of the roadway from 5th Street to the south city limits with sidewalks of appropriate width. (West Side 785 LF, East Side 780 LF)		2024-2028		Medium	N/A	Y	59%	\$ 955,000	\$ 1,018,167	\$ 599,034
P9	TSP	Molalla Avenue	Evaluate light levels and install new street lighting as necessary. ²			2029-2038	Low	N/A	Y	0%	\$ 450,000	\$ 479,765	\$ -
Collector Street Improvements													
P10	TSP	Toliver Road	Fill in gaps on both sides of the roadway from the west city limits to OR 213 with sidewalks of appropriate width. (North Side 1,950 LF, South Side 1,145 LF)		2024-2028		Medium	N/A	Y	79%	\$ 575,000	\$ 613,033	\$ 486,496
P11	TSP	Toliver Road	Fill in gaps on both sides of the roadway from OR 213 to Molalla Avenue with sidewalks of appropriate width. (North Side 5,160 LF, South Side 1,660)	2019-2023			High	N/A	Y	47%	\$ 1,730,000	\$ 1,844,428	\$ 872,330
P12	TSP	Shirley Street	Fill in gaps on both sides of the roadway from N Molalla Avenue to OR 211 with sidewalks of appropriate width. (North Side 3,120 LF, South Side 1,810 LF)		2024-2028		Medium	N/A	Y	52%	\$ 1,240,000	\$ 1,322,018	\$ 689,688
P13	TSP	Ridings Avenue	Fill in gaps on both sides of the roadway from Toliver Road to OR 211 with sidewalks of appropriate width. (West Side 1,815 LF, East Side 1,625 LF)		2024-2028		Medium	N/A	Y	87%	\$ 795,000	\$ 847,584	\$ 736,285
P14	TSP	Leroy Avenue	Fill in gaps on the east side of the roadway from Toliver Road to West Lane with sidewalks of appropriate width. (West Side 75 LF, East Side 1,295 LF)		2024-2028		Medium	N/A	Y	35%	\$ 295,000	\$ 314,512	\$ 109,361
P15	TSP	E 5th Street	Install sidewalks on both sides of the roadway from Stower Road to Mathias Road. (North Side 700 LF, South Side 700 LF)		2024-2028		Medium	N/A	Y	100%	\$ 330,000	\$ 351,827	\$ 351,827
P16	TSP	Cole Avenue	Fill in gaps on both sides of the roadway from Frances Street to OR 211 with sidewalks of appropriate width. (West Side 0 LF, East Side 1,150 LF)		2024-2028		Medium	N/A	Y	25%	\$ 270,000	\$ 287,859	\$ 72,279

Transportation Capital Improvement Program

P17	TSP	Mathias Road	Install sidewalks on both sides of the roadway from OR 211 to the south city limits. (West Side 2,950 LF, East Side 2,785)		2024-2028		Medium	N/A	Y	100%	\$ 1,405,000	\$ 1,497,932	\$ 1,497,932
P18	TSP	Francis Street	Fill in gaps on the south side of the roadway from N Molalla Avenue to Christopher Street with sidewalks of appropriate width. (South Side 1,530 LF)		2024-2028		Medium	N/A	Y	100%	\$ 350,000	\$ 373,150	\$ 373,150
Neighborhood Street Improvements													
P19	TSP	Toliver Drive	Fill in gaps on both sides of the roadway from north of Berwick Court to Toliver Road with sidewalks of appropriate width. (West Side 645 LF, East Side 575 LF)			2029-2038	Low	N/A	Y	100%	\$ 280,000	\$ 298,520	\$ 298,520
P20	TSP	Kennel Avenue	Fill in gaps on both sides of the roadway from Ross Street to OR 211 with sidewalks of appropriate width. (West Side 310 LF, East Side 295 LF)		2024-2028		Medium	N/A	Y	87%	\$ 130,000	\$ 138,599	\$ 120,651
P21	TSP	E Heintz Street	Fill in gaps on both sides of the roadway from N Molalla Avenue to Fenton Avenue with sidewalks of appropriate width. (North Side 790 LF, South Side 745 LF)		2024-2028		Medium	N/A	Y	54%	\$ 385,000	\$ 410,465	\$ 221,854
P22	TSP	Industrial Way	Fill in gaps on the east side of the roadway from Toliver Road to the southern roadway terminus with sidewalks of appropriate width. (East Side 525 LF)		2024-2028		Medium	N/A	Y	60%	\$ 110,000	\$ 117,276	\$ 70,770
P23	TSP	Industrial Way	Fill in gaps on both sides of the roadway from the northern roadway terminus to OR 211 with sidewalks of appropriate width. (West Side 330 LF, East Side 490 LF)		2024-2028		Medium	N/A	Y	81%	\$ 170,000	\$ 181,244	\$ 146,105
P24	TSP	Stowers Road	Fill in gaps on both sides of the roadway from OR 211 to E 7th Street with sidewalks of appropriate width.		2024-2028		Medium	N/A	Y	40%	\$ 470,000	\$ 501,088	\$ 200,908
P25	TSP	E 7th Street	Install sidewalks on both sides of the roadway from Stowers Road to Mathias Road. (North Side 705 LF, South Side 705 LF)			2029-2038	Low	N/A	Y	100%	\$ 335,000	\$ 357,158	\$ 357,158
Intersection Improvements													
P26	TSP	OR 213/Meadow Drive ¹	Install an enhanced pedestrian crossing at the OR 213/Meadow Drive intersection to increase access to transit stop on west side of OR 213. ³		2024-2028		Medium	N/A	Y	0%	\$ 150,000	\$ 159,922	\$ -
P27	TSP	OR 213/Toliver Road ¹	Install an enhanced pedestrian crossing at the OR 213/Toliver Road intersection. ³		2024-2028		Medium	N/A	Y	0%	\$ 150,000	\$ 159,922	\$ -
P28	TSP	OR 211/Hezzie Lane ¹	Install an enhanced pedestrian crossing at the OR 211/Hezzie Lane intersection. ³	2019-2023			High	N/A	Y	0%	\$ 150,000	\$ 159,922	\$ -
P29	TSP	OR 211/Molalla Forest Road ¹	Install an enhanced pedestrian crossing at the OR 211/Molalla Forest Road intersection. ³	2019-2023			High	N/A	Y	0%	\$ 150,000	\$ 159,922	\$ -
P30	TSP	OR 211/Grange & Berkeley Avenues ¹	Install an enhanced pedestrian crossing at the OR 211/Grange Avenue/Berkley Avenue intersection. ³		2024-2028		Medium	N/A	Y	0%	\$ 150,000	\$ 159,922	\$ -
P31	TSP	OR 211/N. Cole Avenue ¹	Install an enhanced pedestrian crossing at the OR 211/Cole Avenue intersection. ³	2019-2023			High	N/A	Y	0%	\$ 150,000	\$ 159,922	\$ -
P32	TSP	OR 211/Stowers Road ¹	Install an enhanced pedestrian crossing at the OR 211/Stowers Road intersection. ³		2024-2028		Medium	N/A	Y	0%	\$ 150,000	\$ 159,922	\$ -
P33	TSP	OR 211/Metzler Avenue ¹	Install curb extensions with American’s with Disabilities Act (ADA) accessible curb ramps with tactile warning strips on the north and south sides of the roadway. ³		2024-2028		Medium	N/A	Y	0%	\$ 150,000	\$ 159,922	\$ -
P34	TSP	Toliver Road/Industrial Way ¹	Install an enhanced pedestrian crossing at the Toliver Road/Industrial Way intersection. ³		2024-2028		Medium	N/A	Y	100%	\$ 50,000	\$ 53,307	\$ 53,307
P35	TSP	Toliver Road/Zimmerman Lane	Install an enhanced pedestrian crossing at the Toliver Road/Zimmerman Lane intersection. ³			2029-2038	Low	N/A	Y	100%	\$ 50,000	\$ 53,307	\$ 53,307
P36	TSP	Toliver Road/Leroy Avenue	Install an enhanced pedestrian crossing at the Toliver Road/Leroy Avenue intersection. ³		2024-2028		Medium	N/A	Y	100%	\$ 50,000	\$ 53,307	\$ 53,307
P37	TSP	Toliver Road/Ridings Avenue	Install an enhanced pedestrian crossing at the Toliver Road/Ridings Avenue intersection. ³		2024-2028		Medium	N/A	Y	100%	\$ 50,000	\$ 53,307	\$ 53,307

Transportation Capital Improvement Program

P38	TSP	Toliver Road/Kennel Avenue	Install and enhanced pedestrian crossing at the Toliver Road/Kennel Avenue intersection. ³		2024-2028		Medium	N/A	Y	100%	\$ 50,000	\$ 53,307	\$ 53,307
P39	TSP	Leroy Avenue/Heintz Street	Install an enhanced pedestrian crossing at the Leroy Avenue/Heintz Street intersection. ³			2029-2038	Low	N/A	Y	100%	\$ 50,000	\$ 53,307	\$ 53,307
P40	TSP	E 5th Street/May Street	Install an enhanced pedestrian crossing at the E 5th Street/May Street intersection. ³			2029-2038	Low	N/A	Y	100%	\$ 50,000	\$ 53,307	\$ 53,307
P41	TSP	E 5th Street/Stowers Road	Install an enhanced pedestrian crossing at the E 5th Street/Stowers Road intersection. ³			2029-2038	Low	N/A	Y	100%	\$ 50,000	\$ 53,307	\$ 53,307
Off-Street Improvements													
P42	TSP	Molalla Forest Road	Install a shared-use path along the former Molalla Forest Road right-of-way from Toliver Road to OR 211.		2024-2028		Medium	N/A	Y	100%	\$ 720,000	\$ 767,623	\$ 767,623
P43	TSP	Molalla Forest Road	Install a shared-use path along Molalla Forest Road from OR 211 to Mathias Road. ⁴			2029-2038	Low	N/A	Y	100%	\$ -	\$ -	\$ -
P44	TSP	Molalla Western Railway Spur	Install a shared-use path along the former Molalla Western Railway Spur right-of-way from the north city limits to OR 211.			2029-2038	Low	N/A	Y	100%	\$ 1,965,000	\$ 2,094,972	\$ 2,094,972
Subtotal High Priority Costs												\$ 2,361,508	
Subtotal Medium Priority Costs												\$ 9,115,528	
Subtotal Low Priority Costs												\$ 3,443,644	
Subtotal Program Costs (22 Years)												\$ 14,920,680	
Subtotal SDC Eligible Costs (22 Years)												\$ 10,653,450	
1. Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer. 2. Street lighting will require an intergovernmental agreement (IGA) with the City for maintenance. 3. The types of enhanced crossing treatments are to be determined at the design/implementation stage. 4. Project cost included in Motor Vehicle Plan.													
Bicycle Projects													
Arterial Street Improvements													
B1	TSP	OR 213 ¹	Install buffered bike lanes on both sides of the roadway from the north city limits to OR 211. ³ (West Side 3,485 LF, East Side 1,820 LF)		2024-2028		Medium	N/A	Y	0%	\$ -	\$ -	\$ -
B2	TSP	OR 213 ¹	Install buffered bike lanes on both sides of the roadway from OR 211 to the south city limits. ³ (West Side 1,545 LF, East Side 1,705 LF)			2029-2038	Low	N/A	Y	0%	\$ -	\$ -	\$ -
B3	TSP	OR 211 ¹	Install buffered bike lanes on both sides of the roadway from the west city limits to OR 213. ³ (North Side 1,185 LF, South Side 540 LF)			2029-2038	Low	N/A	Y	0%	\$ -	\$ -	\$ -
B4	TSP	OR 211 ¹	Install buffered bike lanes on both sides of the roadway from OR 213 to Shaver Avenue. ³ (North Side 5,095 LF, South Side 5,130 LF)		2024-2028		Medium	N/A	Y	0%	\$ -	\$ -	\$ -
B5	TSP	OR 211 ¹	Install priority shared-lane pavement markings (super sharrows) and signs on both sides of the roadway from Shaver Avenue to Fenton Avenue. (North Side 2,370 LF, South Side 2,370 LF)	2019-2023			High	N/A	Y	0%	\$ 15,000	\$ 15,992	\$ -
B6	TSP	OR 211 ¹	Install buffered bike lanes on both sides of the roadway from Fenton Avenue to Mathias Road (Striping only). (North Side 5,600 LF, South Side 5,600 LF)	2019-2023			High	N/A	Y	0%	\$ 5,000	\$ 5,331	\$ -
B7	TSP	OR 211	Install buffered bike lanes on both sides of the roadway from Mathias Road to the east city limits. ³ (North Side 1,805 LF, South Side 1,805 LF)		2024-2028		High	N/A	Y	0%	\$ -	\$ -	\$ -
B8	TSP	N Molalla Avenue	Install bike lanes on both sides of the roadway from the north city limits to Heintz Street. (West Side 2,320 LF, East Side 2,720 LF)			2029-2038	Low	N/A	Y	100%	\$ 855,000	\$ 911,553	\$ 911,553

Transportation Capital Improvement Program

B9	TSP	N Molalla Avenue	Install shared-lane pavement marking (sharrows) and signs on both sides of the roadway from Heintz Street to OR 211. (West Side 1,370 LF, East Side 1,370 LF)			2029-2038	Low	N/A	Y	100%	\$20,000	\$21,323	\$21,323
B10	TSP	S Molalla Avenue	Install shared-lane pavement marking (sharrows) and signs on both sides of the roadway from OR 211 to 5th Street. (West Side 1,340 LF, East Side 1,340 LF)			2029-2038	Low	N/A	Y	100%	\$10,000	\$10,661	\$10,661
B11	TSP	S Molalla Avenue	Install bike lanes on both sides of the roadway from the 5th Street to the south city limits. (West Side 1,370 LF, East Side 1,370 LF)		2024-2028		Medium	N/A	Y	100%	\$520,000	\$554,395	\$554,395
Collector Street Improvements													
B12	TSP	Toliver Road	Install bike lanes on both sides of the roadway from the west city limits to OR 213. (North Side 1,960 LF, South Side 1,960 LF)	2019-2023			High	N/A	Y	100%	\$815,000	\$868,907	\$868,907
B13	TSP	Toliver Road	Install bike lanes on both sides of the roadway from OR 213 to Zimmerman Lane. (North Side 2,260 LF, South Side 2,260 LF)	2019-2023			High	N/A	Y	100%	\$930,000	\$991,514	\$991,514
B14	TSP	Shirley Street	Install bike lanes on both sides of the roadway from N Molalla Avenue to OR 211. ³ (North Side 4,730 LF, South Side 4,730 LF)		2024-2028		Medium	N/A	Y	100%	\$-	\$-	\$-
B15	TSP	Mathias Road	Install bike lanes on both sides of the roadway from OR 211 to the south city limits. ³ (West Side 2,845 LF, East Side 2,830 LF)			2029-2038	Low	N/A	Y	100%	\$-	\$-	\$-
B16	TSP	Leroy Avenue	Install bike lanes on both sides of the roadway from Toliver Road to OR 211. ³ (West Side 1,980 LF, East Side 1,980 LF)		2024-2028		Medium	N/A	Y	100%	\$-	\$-	\$-
B17	TSP	E 5th Street	Install bike lanes on the south side of the roadway from May Street to Eckerd Avenue and on both sides from Stowers Road to Mathias Road (Striping only). (North Side 720 LF, South Side 1,595 LF)		2024-2028		Medium	N/A	Y	100%	\$5,000	\$5,331	\$5,331
B18	TSP	W 5th Street	Install bike lanes on both sides of the roadway from Hart Street to S Molalla Avenue (Striping only). (North Side 600 LF, South Side 600 LF)		2024-2028		Medium	N/A	Y	100%	\$5,000	\$5,331	\$5,331
B19	TSP	Ridings Avenue	Install shared-lane pavement markings sharrows) and signs on both sides of the roadway from Toliver Road to OR 211. (West Side 1,985 LF, East Side 1,985 LF)			2029-2038	Low	N/A	Y	100%	\$15,000	\$15,992	\$15,992
B20	TSP	Cole Avenue	Install shared-lane pavement markings (sharrows) and signs on both sides of the roadway from Frances Street to OR 211. (West Side 2,300 LF, East Side 2,300 LF)			2029-2038	Low	N/A	Y	100%	\$20,000	\$21,323	\$21,323
B21	TSP	Frances Street	Install shared-lane pavement markings (sharrows) and signs on both sides of the roadway from N Molalla Avenue to Cole Avenue. (North Side 2,230 LF, South Side 2,230 LF)			2029-2038	Low	N/A	Y	100%	\$15,000	\$15,992	\$15,992
Neighborhood Street Improvements													
B22	TSP	Meadow Drive	Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from OR 213 to Meadowlawn Place. (North Side 3,580 LF, South Side 3,580 LF)			2029-2038	Low	N/A	Y	100%	\$25,000	\$26,654	\$26,654
B23	TSP	Village Drive	Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from Meadowlawn Place to Toliver Road. (West Side 775 LF, East Side 775 LF)			2029-2038	Low	N/A	Y	100%	\$10,000	\$10,661	\$10,661
B24	TSP	Thunderbird Street	Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from N Molalla Avenue to Bronco Avenue. (North Side 505 LF, South Side 505 LF)			2029-2038	Low	N/A	Y	100%	\$10,000	\$10,661	\$10,661
B25	TSP	Bronco Avenue	Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from Thunderbird Street to Toliver Drive. (West Side 330 LF, East Side 330 LF)			2029-2038	Low	N/A	Y	100%	\$5,000	\$5,331	\$5,331

Transportation Capital Improvement Program

B26	TSP	Toliver Drive	Install shared lane pavement markings (sharrows) and sign on both sides of the roadway from Bronco Avenue to Toliver Road. (West Side 1,070 LF, East Side 1,070 LF)			2029-2038	Low	N/A	Y	100%	\$ 10,000	\$ 10,661	\$ 10,661
B27	TSP	Kennel Avenue	Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from Toliver Road to OR 211. (West Side 2,010 LF, East Side 2,010 LF)			2029-2038	Low	N/A	Y	100%	\$ 15,000	\$ 15,992	\$ 15,992
B28	TSP	Heintz Street	Install bicycle boulevard treatments, including shared lane pavement markings (sharrows) and signs on both sides of the roadway from N Molalla Avenue to Cole Avenue. (North Side 2,235 LF, South Side 2,235 LF)		2024-2028		Medium	N/A	Y	100%	\$ 15,000	\$ 15,992	\$ 15,992
B29	TSP	Center Avenue	Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from Heintz Street to OR 211. (West Side 1,330 LF, East Side 1,330 LF)			2029-2038	Low	N/A	Y	100%	\$ 10,000	\$ 10,661	\$ 10,661
B30	TSP	Industrial Way	Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from Toliver Road to the southern roadway terminus. (West Side 880 LF, East Side 880 LF)			2029-2038	Low	N/A	Y	100%	\$ 5,000	\$ 5,331	\$ 5,331
B31	TSP	Industrial Way	Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from the northern roadway terminus to OR 211. (West Side 325 LF, East Side 325 LF)			2029-2038	Low	N/A	Y	100%	\$ 5,000	\$ 5,331	\$ 5,331
B32	TSP	Stowers Road	Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from OR 211 to E 7th Street. (West Side 2,125 LF, East Side 2,125 LF)			2029-2038	Low	N/A	Y	100%	\$ 15,000	\$ 15,992	\$ 15,992
B33	TSP	E 7th Street	Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from Stowers Road to Mathias Road. (North Side 715 LF, South Side 715 LF)			2029-2038	Low	N/A	Y	100%	\$ 5,000	\$ 5,331	\$ 5,331
Local Street Improvements													
B34	TSP	Heintz Street	Install bicycle boulevard treatments, including shared lane pavement markings (sharrows) and signs on both sides of the roadway from Leroy Avenue to N Molalla Avenue. (North Side 3,200 LF, South Side 3,200 LF)		2024-2028		Medium	N/A	Y	100%	\$ 25,000	\$ 26,654	\$ 26,654
Intersection Improvements													
B35	TSP	OR 213/Meadow Drive. ¹	Install an enhanced bicycle crossing at the OR 213/Meadow Drive Intersection. ²	2019-2023			High	N/A	Y	0%	\$ 20,000	\$ 21,323	\$ -
B36	TSP	OR 213/Toliver Road. ¹	Install an enhanced bicycle crossing at the OR 213/Toliver Road intersection. ²	2019-2023			High	N/A	Y	100%	\$ 20,000	\$ 21,323	\$ 21,323
B37	TSP	OR 213/OR 211. ¹	Install skip striping along OR 213 and OR 211 through the intersection. ²	2019-2023			High	N/A	Y	0%	\$ 20,000	\$ 21,323	\$ -
B38	TSP	OR 211/Ona Way ¹	Install skip striping along OR 211 and consider other enhanced crossing treatments when signalized. ²	2019-2023			High	N/A	Y	0%	\$ 20,000	\$ 21,323	\$ -
B39	TSP	OR 211/Leroy Avenue ¹	Install skip striping along OR 211 and consider other enhanced crossing treatments when signalized. ²	2019-2023			High	N/A	Y	100%	\$ 20,000	\$ 21,323	\$ 21,323
B40	TSP	OR 211/Ridings Avenue ¹	Install skip striping along OR 211 and consider other enhanced crossing treatments when signalized. ²		2024-2028		Medium	N/A	Y	0%	\$ 20,000	\$ 21,323	\$ -
B41	TSP	N Molalla Avenue/Toliver Road	Install an enhanced bicycle crossing at the N Molalla Avenue/Toliver Road intersection – coordinate with project B41. ²		2024-2028		Medium	N/A	Y	100%	\$ 15,000	\$ 15,992	\$ 15,992
B42	TSP	N Molalla Avenue/Shirley Street	Install an enhanced bicycle crossing at the N Molalla Avenue/Shirley Street intersection – coordinate with project B40. ²		2024-2028		Medium	N/A	Y	100%	\$ 15,000	\$ 15,992	\$ 15,992
Subtotal High Priority Costs												\$ 1,903,066	
Subtotal Medium Priority Costs												\$ 639,686	
Subtotal Low Priority Costs												\$ 1,119,451	
Subtotal Program Costs (22 Years)												\$ 3,662,203	
Subtotal SDC Eligible Costs (22 Years)												\$ 3,662,203	

Transportation Capital Improvement Program

1. Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer.
2. The types of enhanced crossing treatments are to be determined at the design/implementation stage.
3. Project cost included in Motor Vehicle Plan.

Transit Projects

T1 ²	TSP	City-wide	Coordinate with SCTD to increase the frequency of morning and evening peak hour service on the Canby and CCC Buses. ¹		2024-2028		Medium	N/A	Y	0%	\$ -	\$ -	\$ -
T2 ²	TSP	City-wide	Coordinate with SCTD to increase the hours of service on the Canby Bus. ¹		2024-2028		Medium	N/A	Y	0%	\$ -	\$ -	\$ -
T3 ²	TSP	City-wide	Coordinate with SCTD to reconfigure the Molalla City Bus to increase service coverage in the northeast and southeast parts of the city and increase the efficiency of the route. ¹		2024-2028		Medium	N/A	Y	0%	\$ -	\$ -	\$ -
T4	TSP	OR 213/Meadow Drive (northbound)	Relocate existing sign to south side of the intersection to increase the visibility of the stop.		2024-2028		Medium	N/A	Y	0%	\$ 5,000	\$ 5,331	\$ -
T5	TSP	OR 213/Toliver Road	Install bus stops at the far side of the northbound and southbound approaches to the intersection.		2024-2028		Medium	N/A	Y	0%	\$ 10,000	\$ 10,661	\$ -
T6	TSP	OR 211/OR 213 (eastbound)	Install a shelter within the public right of way or obtain an easement from the adjacent property owner.		2024-2028		Medium	N/A	Y	0%	\$ 50,000	\$ 53,307	\$ -
T7	TSP	OR 211/Leroy Avenue (eastbound)	Install a bus stop sign on the east side of the intersection to increase the visibility of the stop.		2024-2028		Medium	N/A	Y	0%	\$ 5,000	\$ 5,331	\$ -
T8	TSP	OR 211/Kennel Avenue (eastbound)	Install a bus stop sign on the east side of the intersection to increase the visibility of the stop.		2024-2028		Medium	N/A	Y	0%	\$ 5,000	\$ 5,331	\$ -
T9	TSP	Meadow Drive/Meadowlawn Place/Toliver Road	Provide designated transit stop between OR 213 and Kennel Avenue (Seven potential stop locations are shown for illustrative purposes).		2024-2028		Medium	N/A	Y	0%	\$ 35,000	\$ 37,315	\$ -
T10	TSP	City-wide	Identify the location for a new parkand-ride within the city (the existing parking and ride is shown for illustrative purposes).		2024-2028		Medium	N/A	Y	0%	\$ 50,000	\$ 53,307	\$ -
Subtotal High Priority Costs												\$ -	
Subtotal Medium Priority Costs												\$ 170,583	
Subtotal Low Priority Costs												\$ -	
Subtotal Program Costs (22 Years)												\$ 170,583	
Subtotal SDC Eligible Costs (22 Years)												\$ -	

1. Project to be funded by others.
2. Project not shown on map.

Transportation System Management Projects

TSM1	TSP	Signal System Improvements	Update signal timing plans and coordinate signals to better match prevailing traffic conditions; implementing adaptive or active signal control, traffic responsive control, and/or truck signal priority.	2019-2023			High	N/A	Y	0%	\$ 25,000	\$ 26,654	\$ -
TSM1	TSP	Signal System Improvements	Update signal timing plans and coordinate signals to better match prevailing traffic conditions; implementing adaptive or active signal control, traffic responsive control, and/or truck signal priority.		2024-2028		Medium	N/A	Y	0%	\$ 25,000	\$ 26,654	\$ -
TSM1	TSP	Signal System Improvements	Update signal timing plans and coordinate signals to better match prevailing traffic conditions; implementing adaptive or active signal control, traffic responsive control, and/or truck signal priority.			2029-2038	Low	N/A	Y	0%	\$ 45,000	\$ 47,976	\$ -
TSM2	TSP	Real-Time Traveler Information	Work with mobile and web applications to increase information on traffic and road conditions, general public transportation and parking information, interruptions due to roadway incidents, maintenance, construction, and weather conditions.		2024-2028		Medium	N/A	Y	0%	TBD	TBD	\$ -

Transportation Capital Improvement Program

TSM3	TSP	Real-Time Traveler Information	Work with transit agencies or third-party sources to disseminate schedule and system performance information to travelers through a variety of applications, such as in-vehicle, wayside, in-terminal dynamic message signs, live schedule arrival boards, as well as the internet or wireless devices.		2024-2028		Medium	N/A	Y	0%	TBD	TBD	\$ -
Subtotal High Priority Costs													\$ 26,654
Subtotal Medium Priority Costs													\$ 26,654
Subtotal Low Priority Costs													\$ 47,976
Subtotal Program Costs (22 Years)													\$ 101,284
Subtotal SDC Eligible Costs (22 Years)													\$ -
Transportation Demand Management Projects													
TDM1	TSP	Carpool Match Services Service	Coordinate rideshare/carpool programs to allow regional commuters to find other commuters with similar routes to work.	2019-2023			High	N/A	Y	0%	\$ 25,000	\$ 26,654	\$ -
TDM1	TSP	Carpool Match Services Service	Coordinate rideshare/carpool programs to allow regional commuters to find other commuters with similar routes to work.		2024-2028		Medium	N/A	Y	0%	\$ 25,000	\$ 26,654	\$ -
TDM1	TSP	Carpool Match Services Service	Coordinate rideshare/carpool programs to allow regional commuters to find other commuters with similar routes to work.			2029-2037	Low	N/A	Y	0%	\$ 45,000	\$ 47,976	\$ -
TDM2	TSP	Collaborative Marketing	Work with nearby cities, employers, transit service providers, and developers to collaborate on marketing for transportation options that provide an alternative to single-occupancy vehicles.	2019-2023			High	N/A	Y	0%	\$ 25,000	\$ 26,654	\$ -
TDM2	TSP	Collaborative Marketing	Work with nearby cities, employers, transit service providers, and developers to collaborate on marketing for transportation options that provide an alternative to single-occupancy vehicles.		2024-2028		Medium	N/A	Y	0%	\$ 25,000	\$ 26,654	\$ -
TDM2	TSP	Collaborative Marketing	Work with nearby cities, employers, transit service providers, and developers to collaborate on marketing for transportation options that provide an alternative to single-occupancy vehicles.			2029-2037	Low	N/A	Y	0%	\$ 45,000	\$ 47,976	\$ -
TDM3	TSP	Limited and/or Flexible Parking Requirements	Update the Molalla Municipal Code to limit and/or allow for flexible parking requirements.		2024-2028		Medium	N/A	Y	0%	\$ 25,000	\$ 26,654	\$ -
TDM4	TSP	Parking Management	Develop a parking management plan for downtown Molalla to impose time limits in commercial areas and allow for the potential to charge for parking.		2024-2028		Medium	N/A	Y	0%	\$ 25,000	\$ 26,654	\$ -
Subtotal High Priority Costs													\$ 53,307
Subtotal Medium Priority Costs													\$ 106,614
Subtotal Low Priority Costs													\$ 95,953
Subtotal Program Costs (22 Years)													\$ 255,874
Subtotal SDC Eligible Costs (22 Years)													\$ -
Motor Vehicle Projects													
Arterial Street Improvements													
M1	TSP	OR 213 ¹	Widen OR 213 from the north city limits to OR 211 to provide a continuous 3-lane cross section. (2,140 LF)		2024-2028		Medium	N/A	Y	0%	\$ 8,825,000	\$ 9,408,718	\$ -
M2	TSP	OR 213 ¹	Widen OR 213 from OR 211 to the south city limits to provide a continuous 3-lane cross section. (2,050 LF)			2029-2038	Low	N/A	Y	0%	\$ 4,335,000	\$ 4,621,733	\$ -
M3	TSP	OR 211 ¹	Widen OR 211 from the west city limits to OR 213 to provide a continuous 3-lane cross section. (1,375 LF)			2029-2038	Low	N/A	Y	0%	\$ 1,365,000	\$ 1,455,286	\$ -
M4	TSP	OR 211 ¹	Widen OR 211 from OR 213 to Shaver Avenue to provide a continuous 3-lane cross section. (4,000 LF)		2024-2028		Medium	N/A	Y	0%	\$ 14,505,000	\$ 15,464,413	\$ -
M5	TSP	OR 211 ¹	Widen OR 211 from Mathias Road to the east city limits to provide a continuous 3-lane cross section. (2,500 LF)		2024-2028		Medium	N/A	Y	0%	\$ 2,580,000	\$ 2,750,651	\$ -

Transportation Capital Improvement Program

M6	TSP	N Molalla Avenue	Widen N Molalla Avenue from Toliver Road to Shirley Street to provide a continuous 3-lane cross section. (300 LF)			2029-2038	Low	N/A	Y	43%	\$ 175,000	\$ 186,575	\$ 79,658
Collector Street Improvements													
M7	TSP	Leroy Avenue	Widen Leroy Avenue from Toliver Road to OR 211 to provide a continuous 2-lane cross section per City standards. (1,330 LF)			2029-2038	Low	N/A	Y	100%	\$ 580,000	\$ 618,363	\$ 618,363
M8	TSP	Mathias Road	Widen Mathias Road from OR 211 to the south city limits to provide a continuous 3-lane cross section. (2,850 LF)			2029-2038	Low	N/A	Y	21%	\$ 1,065,000	\$ 1,135,443	\$ 235,173
M9	TSP	Shirley Street	Widen Shirley Street from N Molalla Avenue OR 211 to provide a continuous 2-lane cross section per City standards.			2029-2038	Low	N/A	Y	100%	\$ 1,345,000	\$ 1,433,963	\$ 1,433,963
M10	TSP	W 5th Street	Construct W 5th Street from Lowe Road terminus to Hart Avenue. (2,400 LF)	2019-2023			High	N/A	Y	0%	\$ 2,845,000	\$ 3,033,179	\$ -
M11	TSP	E 5th Street	Construct E 5th Street from Mathias Road to Feyrer Park Road. (1,000 LF)			2029-2038	Low	N/A	Y	100%	\$ 1,675,000	\$ 1,785,791	\$ 1,785,791
M15	TSP	Leroy Avenue	Construct Leroy Avenue from OR 211 to Lowe Road (east). (790 LF)			2029-2038	Low	N/A	Y	0%	\$ 1,170,000	\$ 1,247,388	\$ -
M16	TSP	Lowe Road (west)	Reconstruct and widen Lowe Road from OR 213 to Molalla Forest Road to City standards. (2,850 LF)			2029-2038	Low	N/A	Y	0%	\$ 4,170,000	\$ 4,445,819	\$ -
M17	TSP	Lowe Road (east)	Reconstruct and widen Lowe Road from Molalla Forest Road to roadway terminus. (1,560 LF)			2029-2038	Low	N/A	Y	0%	\$ 3,265,000	\$ 3,480,959	\$ -
M18	TSP	Molalla Forest Road	Reconstruct and widen Molalla Forest Road as a concrete street from OR 211 to Mathias Road to provide a continuous 3-lane cross section. (9,450 LF)			2029-2038	Low	N/A	Y	0%	\$ 10,740,000	\$ 11,450,383	\$ -
Neighborhood Street Improvements													
M12	TSP	Affolter Avenue	Construct Affolter Avenue from southern terminus to Frances Street and from Miller Street to north city limits. (425 LF)			2029-2038	Low	N/A	Y	0%	\$ 1,130,000	\$ 1,204,742	\$ -
M13	TSP	Commercial Way	Construct Commercial Way from the roadway terminus to Lowe Road (west). (680 LF)			2029-2038	Low	N/A	Y	0%	\$ 365,000	\$ 389,142	\$ -
M14	TSP	Hezzie Lane	Construct Hezzie Lane from the southern roadway terminus to the northern roadway terminus. (1,790 LF)			2029-2038	Low	N/A	Y	100%	\$ 1,180,000	\$ 1,258,049	\$ 1,258,049
Intersection Improvements													
M19	TSP	OR 213/Meadow Road ¹	Reconfigure the intersection to provide a center two-way left-turn lane along OR 213 – coordinate with Project M1 ¹		2024-2028		Medium	N/A	Y	0%	\$ -	\$ -	\$ -
M20-1	TSP	OR 213/Toliver Road ¹	Widen OR 213 to provide a separate left-turn lane at the northbound and southbound approaches and install a traffic signal with protected or protected-permitted phasing when warranted – Coordinate with Project M1, the signal should be designed to accommodate potential for separate left-turn lanes along Toliver Road. ²	2019-2023			High	N/A	Y	46%	\$ 3,500,000	\$ 3,731,503	\$ 1,703,628
M20-2	TSP	OR 213/Toliver Road ¹	Widen Toliver Road to provide separate left-turn lanes at the eastbound and westbound approaches and modify the traffic signal to provide permitted phasing. ²			2029-2038	Low	N/A	Y	46%	\$ 850,000	\$ 906,222	\$ 413,738
M21	TSP	OR 213/OR 211 ¹	Install a separate right-turn lane at the southbound approach if/when adjacent property redevelops. ²			2029-2038	Low	N/A	Y	0%	\$ 150,000	\$ 159,922	\$ -
M22	TSP	OR 211/Ona Way ¹	Widen OR 211 to provide a westbound left-turn lane and install a traffic signal when warranted – Coordinate with Project M4. ²			2029-2038	Low	N/A	Y	0%	\$ 1,000,000	\$ 1,066,144	\$ -
M23	TSP	OR 211/Leroy Avenue ¹	Widen OR 211 to provide an eastbound left-turn lane and install a traffic signal when warranted – Coordinate with Project M4. ²			2029-2038	Low	N/A	Y	54%	\$ 1,000,000	\$ 1,066,144	\$ 578,300
M24	TSP	OR 211/Ridings Avenue ¹	Widen OR 211 to provide an eastbound left-turn lane – Coordinate with Project M4. ³			2029-2038	Low	N/A	Y	0%	\$ -	\$ -	\$ -

Transportation Capital Improvement Program

M25	TSP	OR 211/Molalla Avenue ¹	Install separate left-turn lanes at the eastbound and westbound approaches and a traffic signal with protected or protected-permitted phasing when warranted. ²	2019-2023			High	N/A	Y	57%	\$ 750,000	\$ 799,608	\$ 455,527
M26	TSP	OR 211/Mathias Road ¹	Install a roundabout when warranted. ²			2029-2038	Low	N/A	Y	0%	\$ 2,500,000	\$ 2,665,359	\$ -
M27	TSP	N Molalla Avenue/Toliver Road	Widen N Molalla Avenue to provide a center two-way left-turn lane along N Molalla Avenue and install an eastbound right-turn lane when warranted – coordinate with Project M5.			2029-2038	Low	N/A	Y	38%	\$ 150,000	\$ 159,922	\$ 60,132
M28	TSP	N Molalla Avenue/Shirley Street	Widen N Molalla Avenue to provide a center two-way left-turn lane along N Molalla Avenue and install a westbound right-turn lane when warranted – coordinate with Project M5.			2029-2038	Low	N/A	Y	57%	\$ 150,000	\$ 159,922	\$ 91,028
M31	TSP	S Molalla Avenue/Molalla Forest Road	Install a roundabout when warranted.			2029-2038	Low	N/A	Y	0%	\$ 2,500,000	\$ 2,665,359	\$ -
M32	TSP	Feyrer Park Road/Mathias Road	Install a roundabout when warranted.			2029-2038	Low	N/A	Y	100%	\$ 2,500,000	\$ 2,665,359	\$ 2,665,359
Subtotal High Priority Costs													\$ 4,531,110
Subtotal Medium Priority Costs													\$ -
Subtotal Low Priority Costs													\$ 11,375,753
Subtotal Program Costs (22 Years)													\$ 15,906,863
Subtotal SDC Eligible Costs (22 Years)													\$ 11,378,709
1. Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer. 2. Future evaluation may be required to determine the appropriate form of traffic control at this location. 3. Project cost included in Motor Vehicle Plan.													
Traffic Safety Projects													
S1	TSP	OR 213 ¹	Widen OR 213 from north city limits to OR 211 to include a center turn-lane, bike lanes, and sidewalks – Coordinate with Project M1. ³		2024-2028		Medium	N/A	Y	0%	\$ -	\$ -	\$ -
S2	TSP	OR 211 ¹	Widen OR 211 from OR 213 to Shaver Avenue to include a center turn-lane, bike lanes, and sidewalks – Coordinate with Project M4. ³		2024-2028		Medium	N/A	Y	0%	\$ -	\$ -	\$ -
S3	TSP	OR 213/Toliver Road ¹	Widen OR 213 to provide separate left-turn lanes at the north and southbound approaches and install a traffic signal with protected or protected-permitted phasing at the northbound and southbound approaches when warranted – Coordinate with Project M20. ^{2,3}	2019-2023			High	N/A	Y	0%	\$ -	\$ -	\$ -
S4	TSP	OR 213/OR 211 ¹	Install flashing beacons on the advanced warning signs at all approaches and improve the signal hardware (i.e. lenses, reflective back plates, size, and number) to improve the visibility of the signal heads.	2019-2023			High	N/A	Y	0%	\$ 25,000	\$ 26,654	\$ -
S5	TSP	OR 211/Molalla Avenue ¹	Install separate left-turn lanes at the eastbound and westbound approaches and a traffic signal with protected or protected/permitted phasing when warranted – Coordinate with Project M25. ^{2,3}	2019-2023			High	N/A	Y	0%	\$ -	\$ -	\$ -
S6	TSP	OR 211/Leroy Avenue ¹	Widen OR 211 to provide a separate left-turn lane at the eastbound approach and install a traffic signal with protected or protected-permitted phasing at the eastbound approach when warranted – Coordinate with Project M23. ^{2,3}			2029-2038	Low	N/A	Y	0%	\$ -	\$ -	\$ -
S7	TSP	OR 211/Mathias Road ¹	Install a single lane roundabout. ^{2,3}			2029-2038	Low	N/A	Y	0%	\$ -	\$ -	\$ -
S8	TSP	City-wide ¹	Evaluate bicycle and pedestrian safety along OR 213, OR 211, Toliver Road, Molalla Avenue, and other key corridors to identify appropriate counter measures.			2029-2038	Low	N/A	Y	0%	\$ 50,000	\$ 53,307	\$ -
Subtotal High Priority Costs													\$ -
Subtotal Medium Priority Costs													\$ -
Subtotal Low Priority Costs													\$ 53,307
Subtotal Program Costs (22 Years)													\$ 53,307
Subtotal SDC Eligible Costs (22 Years)													\$ -

Transportation Capital Improvement Program

1. Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer.
2. Future evaluation may be required to determine the appropriate form of traffic control at this location.
3. Project cost included in Motor Vehicle Plan.

New Facilities and Master Plan Projects													
F2	Staff	Public Works Decant Facility (\$60K)	Construct new building to decant street sweeping and other debris prior to disposal. 50% Street/50% Storm	2019-2023			High	N/A	Y	100%	\$ 30,000	\$ 31,984	\$ 31,984
MP1	Staff	Update Transportation System Master Plan	Provide update to existing transportation system master plan		2024-2028		Medium	N/A	Y	100%	\$ 200,000	\$ 213,229	\$ 213,229
Subtotal High Priority Costs												\$ 31,984	
Subtotal Medium Priority Costs												\$ 213,229	
Subtotal Low Priority Costs												\$ -	
Subtotal Program Costs (22 Years)												\$ 245,213	
Subtotal SDC Eligible Costs (22 Years)												\$ 245,213	

TOTAL High Priority Costs												\$ 8,907,630	
TOTAL Medium Priority Costs												\$ 10,272,294	
TOTAL Low Priority Costs												\$ 16,136,084	
TOTAL Program Costs (22 Years)												\$ 35,316,008	
TOTAL SDC Eligible Costs (22 Years)												\$ 25,939,576	

Completed Projects				
F1	Staff	Public Works Shops Facility (\$600K)	Construct new building to house vactor truck, street sweeper, crew shower/locker, crew and supervisor office.	2019-2023
M29	TSP	N Molalla Avenue/Heintz Street	Widen N Molalla Avenue to provide a center two-way left-turn lane along N Molalla Avenue and reconfigure the intersection as an all-way stop.	2019-2023
M30	TSP	S Molalla Avenue/E 5th Street	Widen S Molalla Avenue to provide a center two-way left-turn lane along S Molalla Avenue and reconfigure the intersection as an all-way stop.	2019-2023
B43	TSP	N Molalla Avenue/Heintz Street	Install an enhanced bicycle crossing at the N Molalla Avenue/Heintz Street intersection.2	2024-2028
B44	TSP	S Molalla Avenue/5th Street	Install an enhanced bicycle crossing at the S Molalla Avenue/5th Street intersection.2	2024-2028

			2019 SDC	2020 SDC	Proposed	
Total Improvement Fee Eligible Costs for Future System Improvements	\$	25,939,576	Grocery Outlet (18KSI, #850)	\$ 185,911	\$ 569,916	\$ 340,047
less: Estimated Transportation SDC end of FY20-21	\$	1,038,104	Dollar Tree (9.6KSI, #814)	\$ 280,339	\$ 859,416	\$ 512,770
Adjusted Improvement Fee Eligible Costs for Future System Improvements	\$	24,901,472	Dollar General (9.1KSI, #814)	\$ 265,738	\$ 814,654	\$ 486,063
			SF Home (#210)	\$ 4,185	\$ 12,826	\$ 7,199
Future PM peak hour vehicle trips created by growth		3657	Drive-In Bank (5.0KSI, #912)	\$ 188,743	\$ 578,612	\$ 345,225
Transportation improvement fee per PM peak hour vehicle trip	\$	6,809	Fast Food Restaurant (3.5KSI, #934)	\$ 137,196	\$ 420,594	\$ 250,944
			Home Improvement Store (135KSI, #862)	\$ 448,733	\$ 1,375,346	\$ 820,685
			Small Office Building (2.5KSI, #712)	\$ 25,886	\$ 79,351	\$ 47,345
			Elementary School (56KSI, #520)	\$ 324,235	\$ 993,965	\$ 593,032
			Manufacturing (6KSI, #140)	\$ 16,991	\$ 52,084	\$ 31,076

A photograph of a street scene in Molalla, Oregon. The image shows a paved road with a green car parked on the side. A young tree in a green bag is in the foreground. In the background, there are buildings, a red pickup truck, and a street sign. The sky is blue with some clouds.

CITY OF MOLALLA TRANSPORTATION SYSTEM PLAN

VOLUME 1: TRANSPORTATION SYSTEM PLAN

Adopted September 26, 2018 by Ordinance 2018-14

CHAPTER 3: PEDESTRIAN SYSTEM

- ▶ Rapid rectangular flashing beacons (RRFB)
- ▶ Pedestrian Hybrid Beacons (HAWK)
- ▶ Pedestrian countdown heads
- ▶ Leading Pedestrian interval

Many of the treatments listed above can be applied together at one crossing location to further alert drivers of the presence of pedestrians in the roadway. The pedestrian plan includes several projects that involve enhancing pedestrian crossings. See Attachment "A" for a detailed description of enhanced pedestrian crossing treatments.

SAFE ROUTES TO SCHOOL

Safe Routes to School (SRTS) programs are intended to encourage children to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution near schools. The Molalla River School District (MRSD) operates one elementary school, one middle school, and one high school in Molalla. The MRSD in partnership with the City of Molalla have developed a SRTS plan for the schools located in Molalla and have identified walking routes as well as critical intersections for crossings. Figure 4 illustrates the SRTS routes and critical intersections for crossing. Several projects are included in the pedestrian plan that will improve conditions along the SRTS routes.

PEDESTRIAN PLAN

Table 3 identifies the pedestrian plan projects for the Molalla TSP update. As shown, the projects are separated into projects on arterials, collectors, and neighborhood streets as well as projects at intersections and in other locations throughout the city. The priorities shown in Table 3 are based on the project evaluation criteria and reflect input from the project team and the general public. The cost estimates are based on average unit costs for roadway improvements. The cost estimates do not include the cost of right-of-way or the cost of filling in the ditches. Right-of-way and ditch costs are included in the motor vehicle plan as applicable. Figure 5 illustrates the location of the pedestrian plan projects.

Table 3: Pedestrian Plan Improvement Projects

Location		Type	Project	Priority	Cost Estimate
Arterials					
P1	OR 213 ¹	Sidewalks – Fill in gaps	Fill in gaps on both sides of the roadway from the north city limits to OR 211 with sidewalks of appropriate width	High	\$1,240,000
P2	OR 213 ¹	Sidewalks – Fill in gaps	Fill in gaps on both sides of the roadway from OR 211 to the south city limits with sidewalks of appropriate width	Medium	\$870,000
P3	OR 211 ¹	Sidewalks	Install sidewalks on both sides of the roadway from the west city limits to OR 213	High	\$750,000

Location		Type	Project	Priority	Cost Estimate
P4	OR 211 ¹	Sidewalks – Fill in gaps	Fill in the gaps on both sides of the roadway from OR 213 to Molalla Avenue with sidewalks of appropriate width	High	\$1,710,000
P5	OR 211 ¹	Sidewalks – Fill in gaps	Install sidewalks on both sides of the roadway from Mathias Road to the east city limits	High	\$940,000
P6	OR 211 ¹	Lighting	Evaluate light levels and install new street lighting as necessary ²	Low	\$450,000
P7	N Molalla Avenue	Sidewalks – Fill in gaps	Fill in gaps on both sides of the roadway from the north city limits to Heintz Street with sidewalks of appropriate width	High	\$485,000
P8	S Molalla Avenue	Sidewalks – Fill in gaps	Fill in gaps on both sides of the roadway from 5 th Street to the south city limits with sidewalks of appropriate width	Medium	\$955,000
P9	Molalla Avenue	Lighting	Evaluate light levels and install new street lighting as necessary ²	Low	\$450,000
Collectors					
P10	Toliver Road	Sidewalks – Fill in gaps	Fill in gaps on both sides of the roadway from the west city limits to OR 213 with sidewalks of appropriate width	Medium	\$575,000
P11	Toliver Road	Sidewalks – Fill in gaps	Fill in gaps on both sides of the roadway from OR 213 to Molalla Avenue with sidewalks of appropriate width	High	\$1,730,000
P12	Shirley Street	Sidewalks – Fill in gaps	Fill in gaps on both sides of the roadway from N Molalla Avenue to OR 211 with sidewalks of appropriate width	Medium	\$1,240,000
P13	Ridings Avenue	Sidewalks – Fill in gaps	Fill in gaps on both sides of the roadway from Toliver Road to OR 211 with sidewalks of appropriate width	Medium	\$795,000
P14	Leroy Avenue	Sidewalks – Fill in gaps	Fill in gaps on the east side of the roadway from Toliver Road to West Lane with sidewalks of appropriate width	Medium	\$295,000
P15	E 5 th Street	Sidewalks	Install sidewalks on both sides of the roadway from Stowers Road to Mathias Road	Medium	\$330,000
P16	Cole Avenue	Sidewalks – Fill in gaps	Fill in gaps on both sides of the roadway from Frances Street to OR 211 with sidewalks of appropriate width	Medium	\$270,000
P17	Mathias Road	Sidewalks	Install sidewalks on both sides of the roadway from OR 211 to the south city limits	Medium	\$1,405,000
P18	Frances Street	Sidewalks – Fill in gaps	Fill in gaps on the south side of the roadway from N Molalla Avenue to Christopher Street with sidewalks of appropriate width	Medium	\$350,000
Neighborhood Streets					

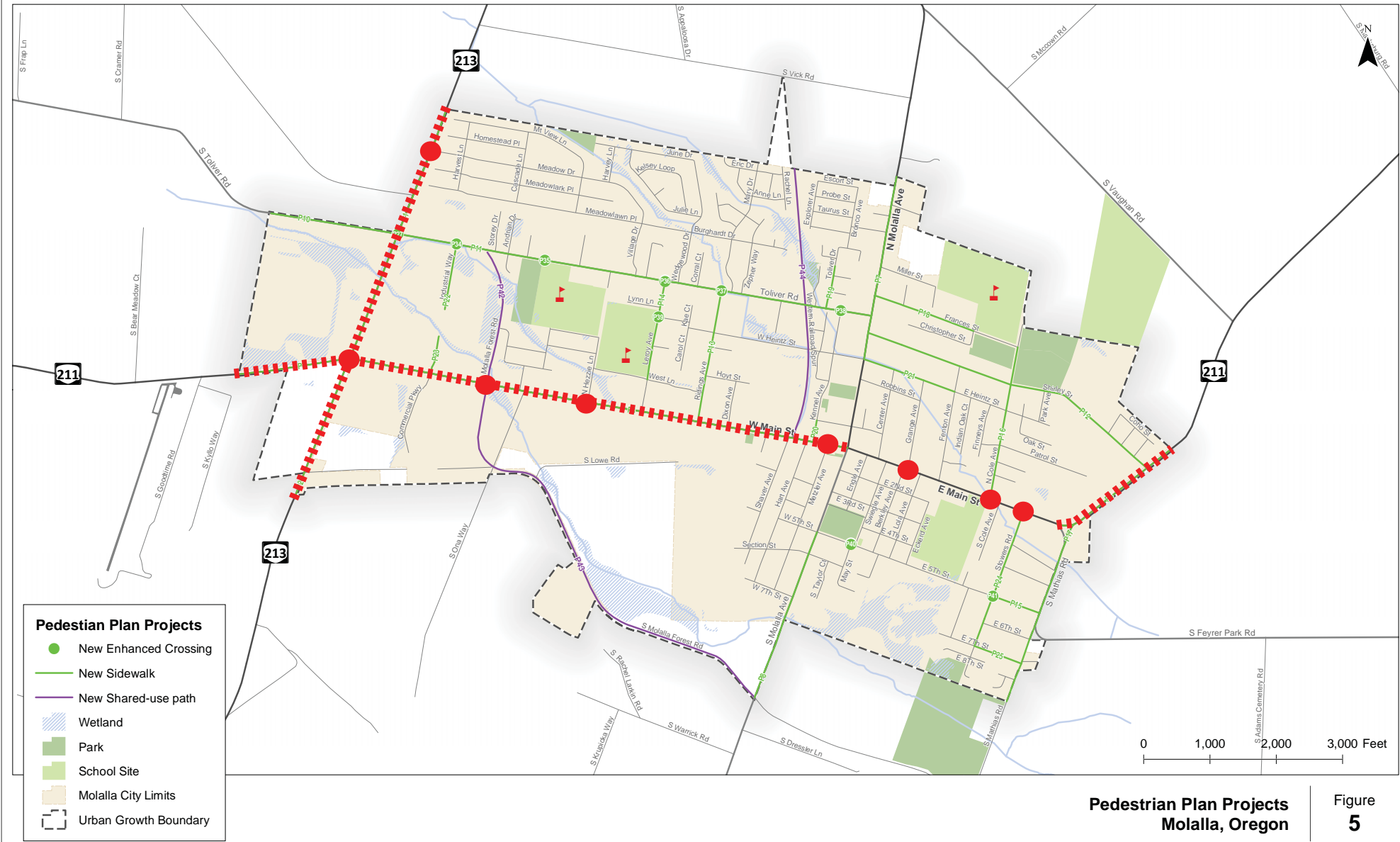
Location		Type	Project	Priority	Cost Estimate
P19	Toliver Drive	Sidewalks – Fill in gaps	Fill in gaps on both sides of the roadway from north of Berwick Court to Toliver Road with sidewalks of appropriate width	Low	\$280,000
P20	Kennel Avenue	Sidewalks – Fill in gaps	Fill in gaps on both sides of the roadway from Ross Street to OR 211 with sidewalks of appropriate width	Medium	\$130,000
P21	E Heintz Street	Sidewalks – Fill in gaps	Fill in gaps on both sides of the roadway from N Molalla Avenue to Fenton Avenue with sidewalks of appropriate width	Medium	\$385,000
P22	Industrial Way	Sidewalks – Fill in gaps	Fill in gaps on the east side of the roadway from Toliver Road to the southern roadway terminus with sidewalks of appropriate width	Medium	\$110,000
P23	Industrial Way	Sidewalks – Fill in gaps	Fill in gaps on both sides of the roadway from the northern roadway terminus to OR 211 with sidewalks of appropriate width	Medium	\$170,000
P24	Stowers Road	Sidewalks – Fill in gaps	Fill in gaps on both sides of the roadway from OR 211 to E 7 th Street with sidewalks of appropriate width	Medium	\$470,000
P25	E 7 th Street	Sidewalks	Install sidewalks on both sides of the roadway from Stowers Road to Mathias Road	Low	\$335,000
Intersections					
P26	OR 213/ Meadow Drive ¹	Enhanced crossing	Install an enhanced pedestrian crossing at the OR 213/Meadow Drive intersection to increase access to transit stop on west side of OR 213 ³	Medium	\$150,000
P27	OR 213/ Toliver Road ¹	Enhanced crossing	Install an enhanced pedestrian crossing at the OR 213/Toliver Road intersection ³	Medium	\$150,000
P28	OR 211/ Hezzie Lane ¹	Enhanced crossing	Install an enhanced pedestrian crossing at the OR 211/Hezzie Lane intersection ³	High	\$150,000
P29	OR 211/Molalla Forest Road ¹	Enhanced crossing	Install an enhanced pedestrian crossing at the OR 211/Molalla Forest Road intersection ³	High	\$150,000
P30	OR 211/ Grange Ave/ Berkeley Avenue ¹	Enhanced crossing	Install an enhanced pedestrian crossing at the OR 211/Grange Avenue/Berkley Avenue intersection ³	Medium	\$150,000
P31	OR 211/ N Cole Avenue ¹	Enhanced crossing	Install an enhanced pedestrian crossing at the OR 211/Cole Avenue intersection ³	High	\$150,000
P32	OR 211/ Stowers Road ¹	Enhanced crossing	Install an enhanced pedestrian crossing at the OR 211/Stowers Road intersection ³	Medium	\$150,000
P33	OR 211/ Metzler Street ¹	Enhanced crossing	Install curb extensions with American's with Disabilities Act (ADA) accessible curb ramps with tactile warning strips on the north and south sides of the roadway ³	Medium	\$150,000
P34	Toliver Road/ Industrial Way	Enhanced crossing	Install an enhanced pedestrian crossing at the Toliver Road/Industrial Way intersection ³	Medium	\$50,000

Location		Type	Project	Priority	Cost Estimate
P35	Toliver Road/ Zimmerman Lane	Enhanced crossing	Install an enhanced pedestrian crossing at the Toliver Road/Zimmerman Lane intersection ³	Low	\$50,000
P36	Toliver Road/ Leroy Avenue	Enhanced crossing	Install an enhanced pedestrian crossing at the Toliver Road/Leroy Avenue intersection ³	Medium	\$50,000
P37	Toliver Road/ Ridings Avenue	Enhanced crossing	Install an enhanced pedestrian crossing at the Toliver Road/Ridings Avenue intersection ³	Medium	\$50,000
P38	Toliver Road/ Kennel Avenue	Enhanced crossing	Install and enhanced pedestrian crossing at the Toliver Road/Kennel Avenue intersection ³	Medium	\$50,000
P39	Leroy Avenue/ Heintz Street	Enhanced crossing	Install an enhanced pedestrian crossing at the Leroy Avenue/Heintz Street intersection ³	Low	\$50,000
P40	E 5 th Street/ May Street	Enhanced crossing	Install an enhanced pedestrian crossing at the E 5 th Street/May Street intersection ³	Low	\$50,000
P41	E 5 th Street/ Stowers Road	Enhanced crossing	Install an enhanced pedestrian crossing at the E 5 th Street/Stowers Road intersection ³	Low	\$50,000
Off-street Improvements					
P42	Molalla Forest Road	Shared-use Path	Install a shared-use path along the former Molalla Forest Road right-of-way from Toliver Road to OR 211	Medium	\$720,000
P43	Molalla Forest Road	Shared-use Path	Install a shared-use path along Molalla Forest Road from OR 211 to Mathias Road	Low	\$0 ⁴
P44	Molalla Western Railway Spur	Shared-use Path	Install a shared-use path along the former Molalla Western Railway Spur right-of-way from the north city limits to OR 211	Low	\$1,965,000
TOTAL High Priority Costs					\$7,305,000
TOTAL Medium Priority Costs					\$10,020,000
TOTAL Low Priority Costs					\$3,680,000
TOTAL Program Costs (22 years)					\$21,005,000

1. Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer.
2. Street lighting will require an intergovernmental agreement (IGA) with the City for maintenance.
3. The types of enhanced crossing treatments are to be determined at the design/implementation stage.
4. Project cost included in Motor Vehicle Plan.

Other potential pedestrian projects include:

- ▶ Support Clackamas County's efforts to implement the Active Transportation Plan.
- ▶ Support MRSD and Clackamas County's efforts to implement the SRTS program.
- ▶ Identify opportunities to establish additional multi-use paths and trails that augment and support the pedestrian system.



H:\101010101 - Molalla TSP Update\GIS\TSP\001_Pedestrian Projects.mxd - mxd - 10:42 AM 9/13/2018

CHAPTER 4: BICYCLE SYSTEM

BICYCLE PLAN

Table 4 identifies the bicycle plan projects for the Molalla TSP update. As shown, the projects are separated into projects on arterials, collectors, neighborhood streets, and local streets as well as projects at intersections and in other locations throughout the city. The priorities shown in Table 4 are based on the project evaluation criteria and reflect input from the project team and the general public. The cost estimates are based on average unit costs for roadway improvements. The cost estimates do not include the cost of right-of-way or the cost of filling in the ditches. These costs are included in the motor vehicle plan as applicable. Figure 6 illustrates the location of the bicycle plan projects.

Table 4: Bicycle Plan Improvement Projects

Location		Type	Project	Priority	Cost Estimate
Arterials					
B1	OR 213 ¹	Buffered Bike Lane	Install buffered bike lanes on both sides of the roadway from the north city limits to OR 211	Medium	\$0 ³
B2	OR 213 ¹	Buffered Bike Lane	Install buffered bike lanes on both sides of the roadway from OR 211 to the south city limits	Low	\$0 ³
B3	OR 211 ¹	Buffered Bike Lane	Install buffered bike lanes on both sides of the roadway from the west city limits to OR 213	Low	\$0 ³
B4	OR 211 ¹	Buffered Bike Lane	Install buffered bike lanes on both sides of the roadway from OR 213 to Shaver Avenue	Medium	\$0 ³
B5	OR 211 ¹	Shared-lane	Install priority shared-lane pavement markings (super sharrows) and signs on both sides of the roadway from Shaver Avenue to Fenton Avenue	High	\$15,000
B6	OR 211 ¹	Buffered Bike Lane	Install buffered bike lanes on both sides of the roadway from Fenton Avenue to Mathias Road (Striping only)	High	\$5,000
B7	OR 211	Buffered Bike Lane	Install buffered bike lanes on both sides of the roadway from Mathias Road to the east city limits	High	\$0 ³
B8	N Molalla Avenue	Bike Lane	Install bike lanes on both sides of the roadway from the north city limits to Heintz Street	Low	\$855,000
B9	N Molalla Avenue	Shared-lane	Install shared-lane pavement marking (sharrows) and signs on both sides of the roadway from Heintz Street to OR 211	Low	\$20,000
B10	S Molalla Avenue	Shared-lane	Install shared-lane pavement marking (sharrows) and signs on both sides of the roadway from OR 211 to 5 th Street	Low	\$10,000

Location		Type	Project	Priority	Cost Estimate
B11	S Molalla Avenue	Bike Lane	Install bike lanes on both sides of the roadway from the 5 th Street to the south city limits	Medium	\$520,000
Collectors					
B12	Toliver Road	Bike Lane	Install bike lanes on both sides of the roadway from the west city limits to OR 213	High	\$815,000
B13	Toliver Road	Bike Lane	Install bike lanes on both sides of the roadway from OR 213 to Zimmerman Lane	High	\$930,000
B14	Shirley Street	Bike Lane	Install bike lanes on both sides of the roadway from N Molalla Avenue to OR 211	Medium	\$0 ³
B15	Mathias Road	Bike Lane	Install bike lanes on both sides of the roadway from OR 211 to the south city limits	Low	0 ³
B16	Leroy Avenue	Bike Lane	Install bike lanes on both sides of the roadway from Toliver Road to OR 211	Medium	\$0 ³
B17	E 5 th Street	Bike Lane	Install bike lanes on the south side of the roadway from May Street to Eckerd Avenue and on both sides from Stowers Road to Mathias Road (Striping only)	Medium	\$5,000
B18	W 5 th Street	Bike Lane	Install bike lanes on both sides of the roadway from Hart Street to S Molalla Avenue (Striping only)	Medium	\$5,000
B19	Ridings Avenue	Shared-lane	Install shared-lane pavement markings (sharrows) and signs on both sides of the roadway from Toliver Road to OR 211	Low	\$15,000
B20	Cole Avenue	Shared-lane	Install shared-lane pavement markings (sharrows) and signs on both sides of the roadway from Frances Street to OR 211	Low	\$20,000
B21	Frances Street	Shared-lane	Install shared-lane pavement markings (sharrows) and signs on both sides of the roadway from N Molalla Avenue to Cole Avenue	Low	\$15,000
Neighborhood Streets					
B22	Meadow Drive	Shared lane	Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from OR 213 to Meadowlawn Place	Low	\$25,000
B23	Village Drive	Shared lane	Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from Meadowlawn Place to Toliver Road	Low	\$10,000
B24	Thunderbird Street	Shared lane	Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from N Molalla Avenue to Bronco Avenue	Low	\$10,000

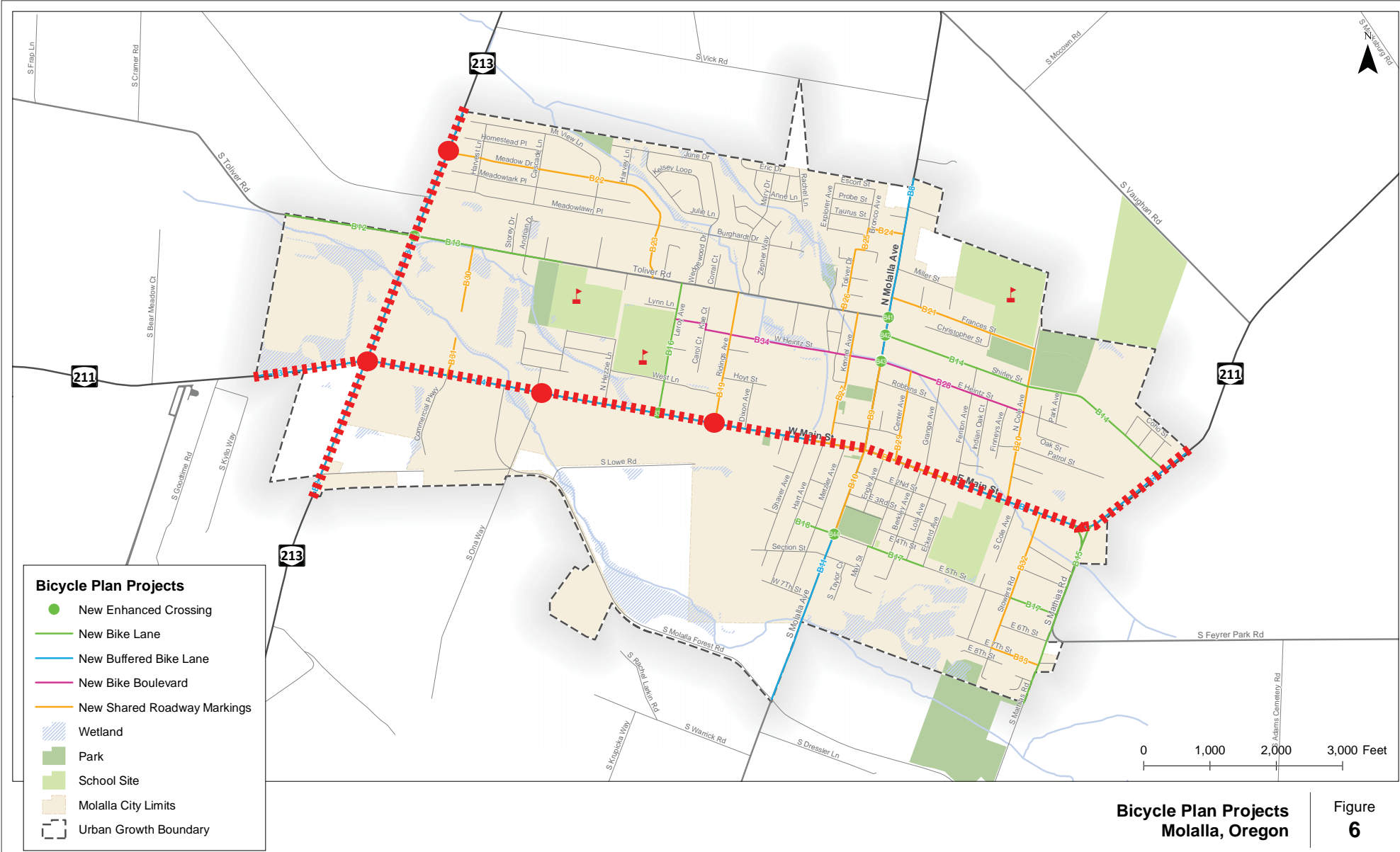
Location		Type	Project	Priority	Cost Estimate
B25	Bronco Avenue	Shared lane	Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from Thunderbird Street to Toliver Drive	Low	\$5,000
B26	Toliver Drive	Shared lane	Install shared lane pavement markings (sharrows) and sign on both sides of the roadway from Bronco Avenue to Toliver Road	Low	\$10,000
B27	Kennel Avenue	Shared lane	Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from Toliver Road to OR 211	Low	\$15,000
B28	Heintz Street	Bicycle Boulevard/ Shared lane	Install bicycle boulevard treatments, including shared lane pavement markings (sharrows) and signs on both sides of the roadway from N Molalla Avenue to Cole Avenue	Medium	\$15,000
B29	Center Avenue	Shared lane	Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from Heintz Street to OR 211	Low	\$10,000
B30	Industrial Way	Shared lane	Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from Toliver Road to the southern roadway terminus	Low	\$5,000
B31	Industrial Way	Shared lane	Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from the northern roadway terminus to OR 211	Low	\$5,000
B32	Stowers Road	Shared lane	Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from OR 211 to E 7 th Street	Low	\$15,000
B33	E 7 th Street	Shared lane	Install shared lane pavement markings (sharrows) and signs on both sides of the roadway from Stowers Road to Mathias Road	Low	\$5,000
Local Streets					
B34	Heintz Street	Bicycle Boulevard/ Share lane	Install bicycle boulevard treatments, including shared lane pavement markings (sharrows) and signs on both sides of the roadway from Leroy Avenue to N Molalla Avenue	Medium	\$25,000
Intersections					
B35	OR 213/ Meadow Drive ¹	Enhanced Crossing	Install an enhanced bicycle crossing at the OR 213/Meadow Drive Intersection ²	High	\$20,000
B36	OR 213/ Toliver Road ¹	Enhanced crossing	Install an enhanced bicycle crossing at the OR 213/Toliver Road intersection ²	High	\$20,000
B37	OR 213/ OR 211 ¹	Enhanced crossing	Install skip striping along OR 213 and OR 211 through the intersection ²	High	\$20,000

Location		Type	Project	Priority	Cost Estimate
B38	OR 211/ Ona Way ¹	Enhanced Crossing	Install skip striping along OR 211 and consider other enhanced crossing treatments when signalized ²	High	\$20,000
B39	OR 211/ Leroy Avenue ¹	Enhanced crossing	Install skip striping along OR 211 and consider other enhanced crossing treatments when signalized ²	High	\$20,000
B40	OR 211/ Ridings Avenue ¹	Enhanced crossing	Install skip striping along OR 211 and consider other enhanced crossing treatments when signalized ²	Medium	\$20,000
B41	N Molalla Avenue/ Toliver Road	Enhanced Crossing	Install an enhanced bicycle crossing at the N Molalla Avenue/Toliver Road intersection – coordinate with project B41 ²	Medium	\$15,000
B42	N Molalla Avenue/ Shirley Street	Enhanced Crossing	Install an enhanced bicycle crossing at the N Molalla Avenue/Shirley Street intersection – coordinate with project B40 ²	Medium	\$15,000
B43	N Molalla Avenue/ Heintz Street	Enhanced Crossing	Install an enhanced bicycle crossing at the N Molalla Avenue/Heintz Street intersection ²	Medium	\$15,000
B44	S Molalla Avenue/ 5 th Street	Enhanced Crossing	Install an enhanced bicycle crossing at the S Molalla Avenue/5 th Street intersection ²	Medium	\$15,000
TOTAL High Priority Costs					\$1,865,000
TOTAL Medium Priority Costs					\$650,000
TOTAL Low Priority Costs					\$1,050,000
TOTAL Program Costs (22 years)					\$3,565,000

1. Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer.
2. The types of enhanced crossing treatments are to be determined at the design/implementation stage.
3. Project cost included in Motor Vehicle Plan.

Other potential bicycle projects include:

- Support Clackamas County's efforts to implement the Active Transportation Plan.
- Support Clackamas County and Molalla River School District's efforts to implement the Safe Routes to School (SRTS) program.
- Identify opportunities to establish additional multi-use paths and trails that augment and support the bicycle system.



H:\101010101 - Molalla TSP Update\GIS\TSP\001_Bicycle Projects.mxd - 11:16 AM 8/13/2018

CHAPTER 7: MOTOR VEHICLE SYSTEM

The cost estimates include the cost of right-of-way and the cost of filling in the ditches as appropriate. Figure 10 illustrates the location of the motor vehicle plan projects.

Table 22: Motor Vehicle Plan Projects

Project Number	Location	Description	Priority	Cost Estimate
M1	OR 213 ¹	Widen OR 213 from the north city limits to OR 211 to provide a continuous 3-lane cross section	Medium	\$8,825,000
M2	OR 213 ¹	Widen OR 213 from OR 211 to the south city limits to provide a continuous 3-lane cross section	Low	\$4,335,000
M3	OR 211 ¹	Widen OR 211 from the west city limits to OR 213 to provide a continuous 3-lane cross section	Low	\$1,365,000
M4	OR 211 ¹	Widen OR 211 from OR 213 to Shaver Avenue to provide a continuous 3-lane cross section	Medium	\$14,505,000
M5	OR 211 ¹	Widen OR 211 from Matias Road to the east city limits to provide a continuous 3-lane cross section	Medium	\$2,580,000
M6	N Molalla Avenue	Widen N Molalla Avenue from Toliver Road to Shirley Street to provide a continuous 3-lane cross section	Low	\$175,000
M7	Leroy Avenue	Widen Leroy Avenue from Toliver Road to OR 211 to provide a continuous 2-lane cross section per City standards	Low	\$580,000
M8	Mathias Road	Widen Mathias Road from OR 211 to the south city limits to provide a continuous 3-lane cross section	Low	\$1,065,000
M9	Shirley Street	Widen Shirley Street from N Molalla Avenue OR 211 to provide a continuous 2-lane cross section per City standards	Low	\$1,345,000
M10	W 5 th Street	Construct W 5 th Street from Lowe Road terminus to Hart Avenue	High	\$2,845,000
M11	E 5 th Street	Construct E 5 th Street from Mathias Road to Feyrer Park Road	Low	\$1,675,000
M12	Affolter Avenue	Construct Affolter Avenue from southern terminus to Frances Street and from Miller Street to north city limits	Low	\$1,130,000
M13	Commercial Way	Construct Commercial Way from the roadway terminus to Lowe Road (west)	Low	\$365,000
M14	Hezzie Lane	Construct Hezzie Lane from the southern roadway terminus to the northern roadway terminus	Low	\$1,180,000
M15	Leroy Avenue	Construct Leroy Avenue from OR 211 to Lowe Road (east)	Low	\$1,170,000
M16	Lowe Road (west)	Reconstruct and widen Lowe Road from OR 213 to Molalla Forest Road to City standards	Low	\$4,170,000
M17	Lowe Road (east)	Reconstruct and widen Lowe Road from Molalla Forest Road to roadway terminus	Low	\$3,265,000

M18	Molalla Forest Road	Reconstruct and widen Molalla Forest Road as a concrete street from OR 211 to Mathias Road to provide a continuous 3-lane cross section	Low	\$10,740,000
Intersections				
M19	OR 213/ Meadow Road ¹	Reconfigure the intersection to provide a center two-way left-turn lane along OR 213 – coordinate with Project M ¹	Medium	\$0
M20-1	OR 213/ Toliver Road ¹	Widen OR 213 to provide a separate left-turn lane at the northbound and southbound approaches and install a traffic signal with protected or protected-permitted phasing when warranted – Coordinate with Project M1, the signal should be designed to accommodate potential for separate left-turn lanes along Toliver Road ²	High	\$1,000,000
M20-2	OR 213/ Toliver Road ¹	Widen Toliver Road to provide separate left-turn lanes at the eastbound and westbound approaches and modify the traffic signal to provide permitted phasing ²	Low	\$850,000
M21	OR 213/ OR 211 ¹	Install a separate right-turn lane at the southbound approach if/when adjacent property redevelops ²	Low	\$150,000
M22	OR 211/Ona Way ¹	Widen OR 211 to provide a westbound left-turn lane and install a traffic signal when warranted – Coordinate with Project M4 ²	Low	\$1,000,000
M23	OR 211/ Leroy Avenue ¹	Widen OR 211 to provide an eastbound left-turn lane and install a traffic signal when warranted – Coordinate with Project M4 ²	Low	\$1,000,000
M24	OR 211/ Ridings Avenue ¹	Widen OR 211 to provide an eastbound left-turn lane – Coordinate with Project M4	Low	\$0 ³
M25	OR 211/ Molalla Avenue ¹	Install separate left-turn lanes at the eastbound and westbound approaches and a traffic signal with protected or protected-permitted phasing when warranted ²	High	\$750,000
M26	OR 211/ Mathias Road ¹	Install a roundabout when warranted ²	Low	\$2,500,000
M27	N Molalla Avenue/ Toliver Road	Widen N Molalla Avenue to provide a center two-way left-turn lane along N Molalla Avenue and install an eastbound right-turn lane when warranted – coordinate with Project M5	Low	\$150,000
M28	N Molalla Avenue/ Shirley Street	Widen N Molalla Avenue to provide a center two-way left-turn lane along N Molalla Avenue and install a westbound right-turn lane when warranted – coordinate with Project M5	Low	\$150,000
M29	N Molalla Avenue/ Heintz Street	Widen N Molalla Avenue to provide a center two-way left-turn lane along N Molalla Avenue and reconfigure the intersection as an all-way stop	High	\$40,000

M30	S Molalla Avenue/ E 5 th Street	Widen S Molalla Avenue to provide a center two-way left-turn lane along S Molalla Avenue and reconfigure the intersection as an all-way stop	High	\$40,000
M31	S Molalla Avenue/ Molalla Forest Road	Install a roundabout when warranted	Low	\$2,500,000
M32	Feyrer Park Road/ Mathias Road	Install a roundabout when warranted	Low	\$2,500,000
TOTAL High Priority Costs				\$4,675,000
TOTAL Medium Priority Costs				\$25,910,000
TOTAL Low Priority Costs				\$43,360,000
TOTAL Program Costs (22 years)				\$73,945,000

1. Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer.
2. Future evaluation may be required to determine the appropriate form of traffic control at this location.
3. Project cost included in Motor Vehicle Plan.



TRAFFIC SAFETY PLAN

Traffic safety has a significant impact on how people use the transportation system within Molalla, particularly in areas where real or perceived safety risks may prevent people from using more active travel modes, such as walking, biking, and taking transit. The traffic safety solutions identified in TSP update process are largely focused on hotspot issues that occur along roadways and at intersections throughout the City. While projects that address systemic issues have not been identified for the TSP update, ODOT's All Roads Transportation Safety (ARTS) program has developed guidance on how to address various systemic issues, including roadway departures, intersection crashes, and pedestrian and bicycle-related crashes (See <https://www.oregon.gov/ODOT/Engineering/Pages/ARTS.aspx>). Table 23 identifies the traffic safety projects for the TSP update. Additional safety projects and improvements are identified as part of the pedestrian, bicycle, transit, and motor vehicle plans later in this memo. Figure 11 illustrates the traffic safety plan projects.

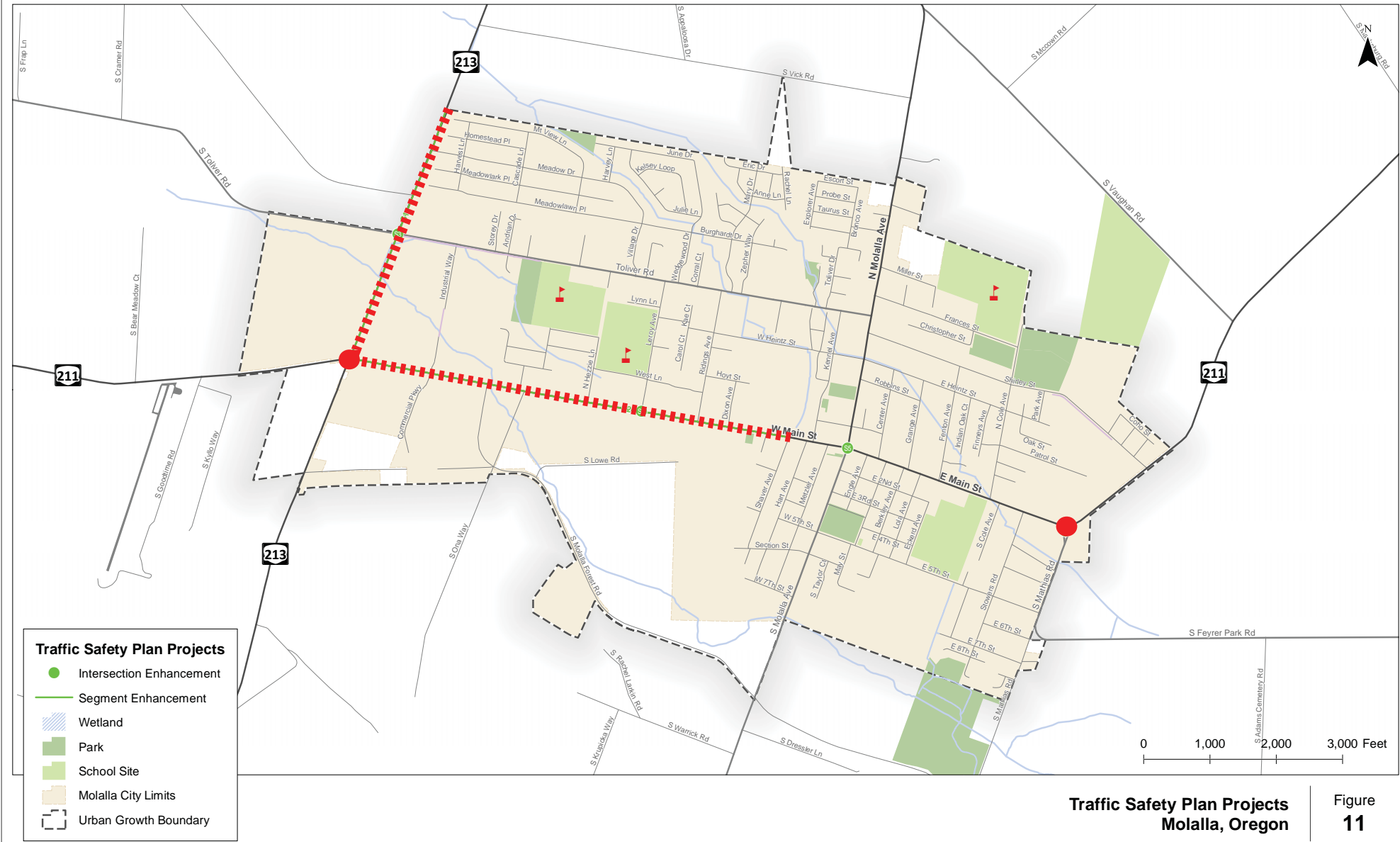
Table 23: Traffic Safety Plan Projects

Project Number	Location	Description	Priority	Cost Estimate
S1	OR 213 ¹	Widen OR 213 from north city limits to OR 211 to include a center turn-lane, bike lanes, and sidewalks – Coordinate with Project M1	Medium	0 ³
S2	OR 211 ¹	Widen OR 211 from OR 213 to Shaver Avenue to include a center turn-lane, bike lanes, and sidewalks – Coordinate with Project M4	Medium	0 ³
S3	OR 213/ Toliver Road ¹	Widen OR 213 to provide separate left-turn lanes at the north and southbound approaches and install a traffic signal with protected or protected-permitted phasing at the northbound and southbound approaches when warranted – Coordinate with Project M20 ²	High	0 ³
S4	OR 213/ OR 211 ¹	Install flashing beacons on the advanced warning signs at all approaches and improve the signal hardware (i.e. lenses, reflective back plates, size, and number) to improve the visibility of the signal heads	High	\$25,000
S5	OR 211/ Molalla Avenue ¹	Install separate left-turn lanes at the eastbound and westbound approaches and a traffic signal with protected or protected-permitted phasing when warranted – Coordinate with Project M25 ²	High	0 ³
S6	OR 211/ Leroy Avenue ¹	Widen OR 211 to provide a separate left-turn lane at the eastbound approach and install a traffic signal with protected or protected-permitted phasing at the eastbound approach when warranted – Coordinate with Project M23 ²	Low	0 ³
S7	OR 211/ Mathias Road ¹	Install a single lane roundabout ²	Low	\$0 ³
S8	City-wide ¹	Evaluate bicycle and pedestrian safety along OR 213, OR 211, Toliver Road, Molalla Avenue, and other key corridors to identify appropriate counter measures	Low	\$50,000
TOTAL High Priority Costs				\$25,000
TOTAL Low Priority Costs				\$50,000
TOTAL Program Costs (22 years)				\$75,000

1. Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer.

2. Future evaluation may be required to determine the appropriate form of traffic control at this location.

3. Project cost included in Motor Vehicle Plan.



H:\101010101 - Molalla TSP Update\GIS\175\11_Traffic Safety Projects.mxd - mxd - 10/06/2018

CHAPTER 9: FUNDING, IMPLEMENTATION, AND MONITORING

Table 26: Planned Transportation System Cost Summary

Project Type	High Priority	Medium Priority	Low Priority	Total
Planned Transportation System				
TSM ¹	\$25,000	\$25,000	\$60,000	\$110,000
TDM ¹	\$50,000	\$100,000	\$120,000	\$270,000
Access Management	\$0	\$0	\$0	\$0
Safety	\$25,000	\$0	\$50,000	\$75,000
Pedestrian	\$7,305,000	\$10,020,000	\$3,680,000	\$21,005,000
Bicycle	\$1,865,000	\$650,000	\$1,050,000	\$3,565,000
Transit	\$0	\$160,000	\$0	\$160,000
Motor Vehicle	\$4,675,000	\$25,910,000	\$43,360,000	\$73,945,000
Total	\$13,945,000	\$36,865,000	\$48,320,000	\$99,130,000

TSM: Transportation System Management

TDM: Transportation Demand Management

1: Includes annual costs occurred every year.

Given the lack of available funding, the City does not have a “financially constrained” or a “reasonably likely” plan. Funding for the projects identified in the TSP as high, medium, and low priority will likely come from a combination of private developers (i.e. street system improvements, frontage improvements, system development charges), the City (i.e. taxes, fees, bonds), and the State (i.e. Statewide Transportation Improvement Program, various other funding programs, grants).² A summary of these potential revenue sources is provided below.

POTENTIAL REVENUE SOURCES

This section summarizes potential federal, state, and local funding sources the City could pursue to fund the planned transportation system, including projects identified in the likely to be funded plan.

FEDERAL SOURCES

Fixing America’s Surface Transportation (FAST) Act

Fixing America’s Surface Transportation (FAST) Act) funds surface transportation programs, including, but not limited to, Federal-aid highways. The FAST Act is the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation. The FAST Act

² Given the funding shortfalls identified in this Plan, none of the projects identified as high, medium, or low priority would be considered “financially constrained” or “reasonably likely” for purposes of compliance with section 0060 of the Oregon Transportation Planning Rule. The high, medium, and low designations will be used to guide the City’s efforts to pursue funding for the transportation system. Furthermore, inclusion of projects in this TSP and identification of state funding as a possible source of revenue does not ensure that state funding will be available or allocated to these projects.

improves mobility on highways by establishing and funding new programs to support critical transportation projects to ease congestion and facilitate the movement of freight on the Interstate System and other major roads. The FAST Act authorizes \$226.3 billion in Federal funding for FY 2016 through 2020 for road, bridge, bicycling, and walking improvements.

More information is available at: <https://www.fhwa.dot.gov/fastact/summary.cfm>

Congestion Mitigation and Air Quality (CMAQ)

The Congestion Mitigation and Air Quality (CMAQ) program provides funding for projects that help reduce emissions and meet national air quality standards, such as transportation demand management programs, bicycle and pedestrian improvements, transit projects, diesel retrofits, and vehicle emissions reductions programs. States are required to provide a non-Federal match for program funds (which has not been the case historically for Federal lands highway funding).

More information is available at: http://www.fhwa.dot.gov/environment/air_quality/cmaq/

Surface Transportation Block Grant (STBG)

In 2015, the FAST Act amended the Surface Transportation Program (STP) and changed the program name to the Surface Transportation Block Grant Program (STBG). STBG funds are contract authority. STBG funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized. Thus funds are available for obligation for up to 4 years. The Federal share is generally 80 percent and 90 percent for projects on the Interstate System unless the project adds lanes that are not high-occupancy-vehicle or auxiliary lanes. For projects that add single occupancy vehicle capacity, that portion of the project will revert to 80 percent. Safety improvements may have a Federal share of 100 percent.

More information is available at: <https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm#c>

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. Under the MAP-21, approximately seven percent of total Federal-aid highway funding is provided for HSIP, amounting to \$2.2 billion each year. Highway safety improvement projects can be either infrastructure or non-infrastructure projects. All highway safety improvement projects must meet HSIP eligibility criteria. The HSIP program requires a local match for projects where HSIP funding will be used. For Oregon, this local match is 7.78 percent of the project cost.

More information on the HSIP Program is available at: <https://safety.fhwa.dot.gov/hsip/>

STATE SOURCES

All Roads Transportation Safety (ARTS)

The All Roads Transportation Safety (ARTS) program (formerly known as Jurisdictionally Blind Safety Program) is intended to address safety needs on all public roads in Oregon. By working collaboratively

with local jurisdictions (cities, counties, MPO's and tribes) ODOT expects to increase awareness of safety on all roads, promote best practices for infrastructure safety, compliment behavioral safety efforts and focus limited resources to reduce fatal and serious injury crashes in the state of Oregon. The program is *data driven* to achieve the greatest benefits in crash reduction and should be blind to jurisdiction. The ARTS program primarily uses federal funds from the HSIP with a required local match of 7.78 percent of the project cost

More information is available at: <http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/Pages/ARTS.aspx>

Connect Oregon

Connect Oregon is an initiative to invest in air, rail, marine, and bicycle/pedestrian infrastructure to ensure Oregon's transportation system is strong, diverse, and efficient. As a result of the passage of House Bill (HB) 2017, the following important changes have been made to Connect Oregon. Public transit projects are no longer included in Connect Oregon, Connect Oregon now has a portion of the new vehicle dealer private fee and the new \$15 bicycle excise tax in addition to lottery-backed bonds as funding sources³, and the Oregon Transportation Commission is directed to distribute Connect Oregon funds to four specific projects:

- ▶ Mid-Willamette Valley Intermodal Facility (\$25 million)
- ▶ Treasure Valley Intermodal Facility (\$26 million)
- ▶ Rail expansion in east Beach Industrial Park at the Port of Morrow (\$6.55 million)
- ▶ Brooks rail siding extension (\$2.6 million)

As a result of the allocated funds associated with the projects listed above, the ODOT does not anticipate available funding in the 2017 – 2019 biennium for projects that would have previously been competitive for Connect Oregon program funds. After the four projects listed above have been funded, and if funding is available, ODOT will announce next steps for the competitive grant process which is expected to occur in the 2019 – 2021 or 2021 – 2023 biennia. Project's eligible for competitive grant funds may receive up to 70 percent of the project cost through Connect Oregon. A minimum of 30 percent cash match is required from the recipient for all grant funded projects (with the exception of Class | Railroads which has a 50 percent cash match). Project eligible for funding from state fuel tax revenues are not eligible for Connect Oregon funding.

More information is available at: <http://www.oregon.gov/ODOT/Programs/Pages/ConnectOregon.aspx>

Statewide Transportation Improvement Program

The Statewide Transportation Improvement Program (STIP) is ODOT's four-year transportation capital improvement program. It is the document that identifies the funding for, and scheduling of, transportation projects and programs. It includes projects on the federal, state, city, and county transportation systems, multimodal projects (highway, passenger rail, freight, public transit, bicycle and pedestrian), and projects in the National Parks, National Forests, and Indian tribal lands. STIP project lists are developed through the

³ Bicycle excise tax will only go towards bicycle/pedestrian projects.

coordinated efforts of ODOT, federal and local governments, Area Commissions on Transportation, tribal governments, and the public.

The STIP is divided into two broad categories: Fix-It and Enhance. The Enhance category funds activities that enhance, expand, or improve the transportation system. The project selection process for the Enhance category has undergone significant changes in the last few years and reflects ODOT's goal to become a more multimodal agency and make investment decisions based on the system as a whole, not for each mode or project type separately. The agency has requested assistance from its local partners in developing Enhancement projects that assist in moving people and goods through the transportation system. The projects are selected through a competitive application process. The Fix-it category funds activities that fix or preserve the transportation system. These projects are developed mainly from ODOT management systems that help identify needs based on technical information for things like pavement and bridges.

More information is available at: <http://www.oregon.gov/ODOT/TD/STIP/Pages/default.aspx>

House Bill (HB) 2017 Transportation Investments

In August 2017, Governor Kate Brown signed an eight-year transportation tax increase to raise roughly \$5 billion for roads, bridges, mass transit, electric vehicles, and other transit options. House Bill (HB) 2017 affects drivers, bicyclists and payroll employees by increasing the gas tax, weight-mile tax, and other transportation-related fees such as excise tax on the sale of bicycles, new vehicles, and instituting a statewide payroll tax equivalent to 1/10th of 1 percent of wages, deducted by employer from payment to employee. Though this funding source is one that can be used to finance multitude of project types, the City has stated that additional funds received from HB 2017 will be primarily allocated to *Materials and Services* i.e. maintenance of existing transportation facilities and operations.

More information is available at: <http://www.oregon.gov/ODOT/Documents/HB2017-FAQ.pdf>

Safe Routes to School

Safe Routes to School programs are focused on getting more school-age children to walk and bike to school. ODOT provides Safe Routes to School grant funding for infrastructure programs, which help create and improve safe walking and biking routes to school, and non-infrastructure programs, which raise awareness by focusing on education and outreach. Non-motorized transportation projects related to getting schoolchildren to school safely are eligible for infrastructure program funding. HB 2017 reestablished dedicated funding to Safe Routes to School programs. The current funding cycle is focused on projects that address a safety risk factor, include a 20 percent cash match, and are within one mile of a Title I school.

More information is available at: <https://www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx>

LOCAL SOURCES

Economic Improvement Districts (EIDs)

Transportation improvements can often be included as part of larger efforts aimed at business improvement and retail district beautification. Economic Improvement Districts collect assessments or fees on businesses in order to fund improvements that benefit businesses and improve customer access within the district. Adoption of a mutually agreed upon ordinance establishing guidelines and setting necessary assessments or fees to be collected from property owners is essential to ensuring a successful EID.

Local Improvement Districts (LID)

Local Improvement Districts (LIDs) are most often used to construct projects such as streets, sidewalks, or bikeways. Through the LID process, the costs of local improvements are generally spread out among a group of property owners within a specified area. The cost can be allocated based on property frontage or other methods such as trip generation. The costs of an LID project are borne primarily by property owners, moderate administrative costs must be factored in, and the public involvement process must still be followed. If the cost of the local improvement is not 100 percent funded by property owners, the City is required to contribute the remaining unfunded portion of the improvement.

Urban Renewal District

An Urban Renewal District (URD) is a tax-funded district within the City. An URD is normally funded by property taxes that are increased incrementally, which is a type of funding that has been used in Oregon since 1960. The taxes are increased as a result of construction of applicable improvements. The incremental taxes are used, rather than fees, to fund different types of improvements. Transportation projects are one type of potential funding use.

Local Bond Measures

Local bond measures, or levies, are usually initiated by voter-approved general obligation bonds for specific projects. Bond measures are typically limited by time, based on the debt load of the local government or the project under focus. Funding from bond measures can be used for right-of-way acquisition, engineering, design, and construction of transportation facilities. Transportation-specific bond measures have passed in other communities throughout Oregon. Though this funding source is one that can be used to finance a multitude of project types, it must be noted that the accompanying administrative costs are high and voter approval must be gained. In addition, local bonds for transportation improvements will compete with local bonds for other public needs, such as fire and rescue, parks and recreation, schools, libraries, etc.

Optional Tax

Optional taxes are taxes that a taxpayer elects to pay to fund projects and improvements. Usually not a legislative requirement to pay the tax and paid at the time other taxes are collected, optional taxes are usually less controversial and easily collected since they require the taxpayer to decide whether or not to pay the additional tax. The voluntary nature of the tax limits the reliability and stableness of the funding

source. In addition, optional taxes for transportation improvements will compete with optional taxes for other public needs, such as fire and rescue, parks and recreation, schools, libraries, etc.

Local Fuel Tax

A local tax assessed on fuel purchased within the jurisdiction that has assessed the tax. The taxes are paid to the city monthly by distributors of fuel. Voters would need to pass the tax, and the process for presenting such a tax to voters will need to be consistent with Oregon State law as well as the laws of the City. Nearby locations with a gas tax includes Milwaukie (two cents per gallon), Canby (three cents per gallon), Tigard (three cents per gallon), Multnomah County (three cents per gallon) and Washington County (one cent per gallon).

User Fees

Fees tied to the annual registration of a vehicle to pay for improvements, expansion, and maintenance to the street system. This may be a more equitable assessment given the varying fuel efficiency of vehicles. Regardless of fuel efficiency, passenger vehicles do equal damage to the street system. The cost of implementing such a system could be prohibitive given the need to track the number of vehicle miles traveled in every vehicle. Additionally, a user fee specific to a single jurisdiction does not account for the street use from vehicles registered in other jurisdictions.

Street Utility Fees/Road Maintenance Fee

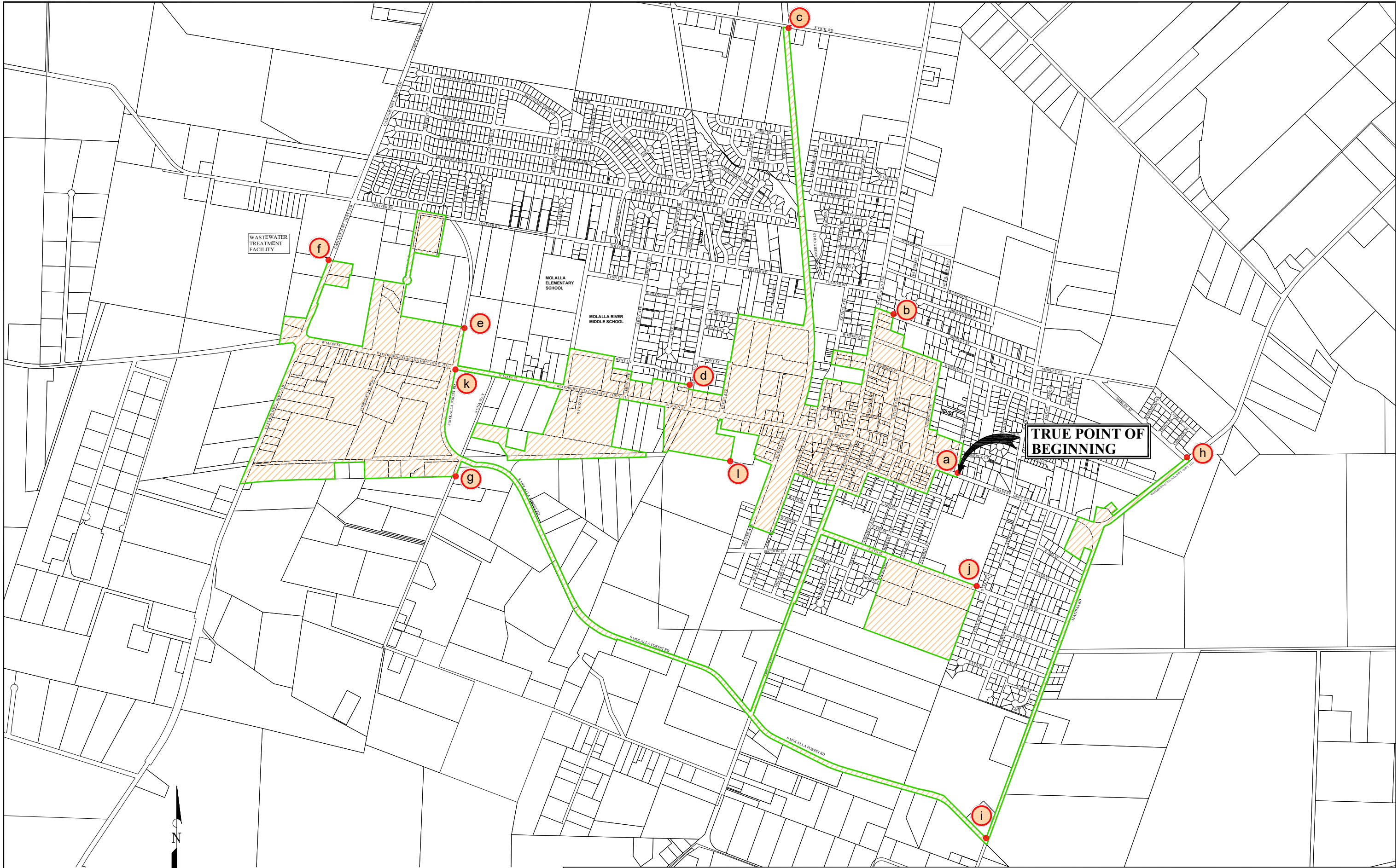
The fee is based a flat fee charged to each property, on the number of trips a particular land use generates, or some combination of both and is usually collected through a regular utility bill. For the communities in Oregon that have adopted this approach, it provides a stable source of revenue to pay for street maintenance allowing for safe and efficient movement of people, goods, and services. As indicated previously, the city is currently considering implementation of a street utility fee, which could provide the City with an additional funding over the 22 year period.

General Fund (GF) Revenues


Revenue from the City's GF can be allocated to transportation funding at the discretion of the City Council during the annual budget process. GF revenues primarily include property taxes, use taxes, and any other miscellaneous taxes and fees imposed by the City. GF resources have the potential to fund any type of transportation expenditures but would only be available if it had increased revenues or if the City Council directs funding that is traditionally allotted to other City expenditures and programs, such as Police Departments and other GF programs.

IMPLEMENTATION

The Transportation Planning Rule (TPR), as codified in Oregon Administrative Rules (OAR) 660-012-0020(2) requires that local jurisdictions identify and adopt land use regulations and code amendments needed to implement the TSP. These land use regulations and code amendments are provided under separate cover in the staff report.



SCALE: 1" = 1200'

 URBAN RENEWAL
BOUNDARY AREA

	THE DYER PARTNERSHIP ENGINEERS & PLANNERS
	DATE: JULY, 2020
	PROJECT NO.: 198.24

CITY OF MOLALLA
URBAN RENEWAL DISTRICT - BOUNDARY MAP

FIGURE NO.
A